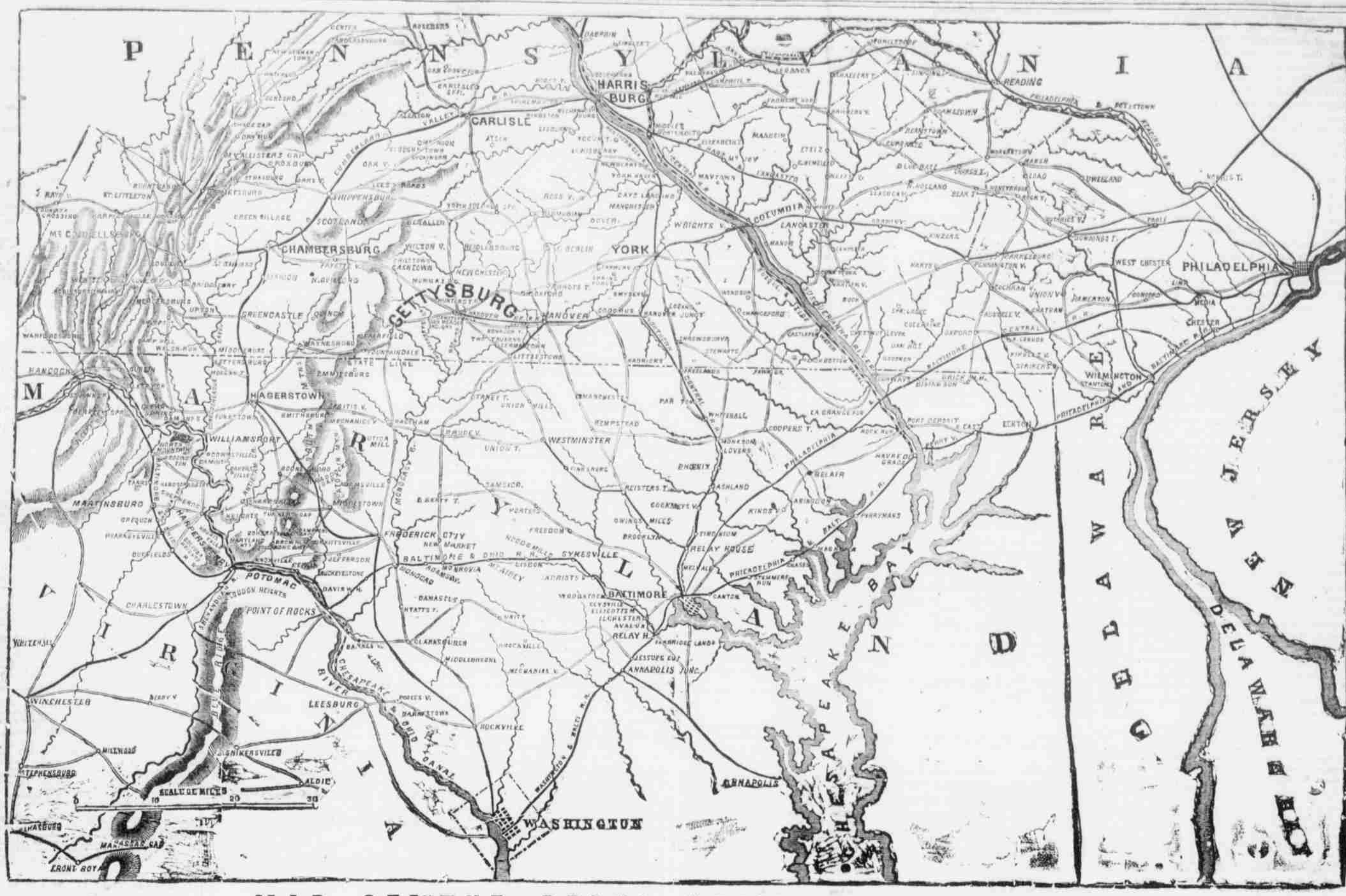
THE EVENING TELEGRAPH.

PRICE TWO CENTS.] PHILADELPHIA, FRIDAY, JULY 8 1864. [PRICE TWO CENTS.



MAP OF THE REBEL RAID IN MARYLAND.

THIRD EDITION.

THE REBEL RAID.

FORCE AND DESIGNS OF THE ENEMY.

THE PREPARATIONS TO REPEL HIS ADVANCE.

THE COLUMNS MOVING FORWARD.

Special to The Evening Telegraph.

WASHINGTON, July 8, Noon.—Information has been received here to-day, which sets at rest the question of the condition and character of the Rebel force now operating in Western Maryland, which is deemed perfectly reliable.

The expedition is under command of Lieutenant-General Jubal A. Earley, of Virginia. The cavalry is commanded by Major-General Ransom and Brigadier-General John Imboden. There are some six regiments of cavalry, including Major Moseby's Battalion and Colonel Gilmore's Regiment. Several batteries of artillery and the Cadet Corps of the Virginia Military Institute form a part of the force.

The infantry division is under command of Major-General Pickett, and is composed of detachments from Ewell's Corps, and the brigade of Brigadier-General John A. McCausland. Generals Jones and Terry command brigades, and General Lilly commands a division. The whole force does not amount to fifteen thousand men—most of whom are not veteran troops.

The object of the raid is not to get plunder altogether, as the force has but a small wagon train, and cannot hope to escape with any great quantity of stores. The force will, of course, distribute to subsist as usual, and after doing all the moral or physical damage of which these Rebels may be capable, will leave and cross the Potomac.

General Lee's design in ordering this raid is to frighten our authorities into a recall of General Grant's army, and destroy, if possible, the railroads connecting Washington with the North and West.

General Crook is reported at Cumberland with his cavalry to-day. He will move at once to attack the Rebels. General Hunter's entire force is coming up as rapidly as possible. Generals Sigel and Stahl are fighting about Harper's Ferry.

Colonel Lowell has gone to Leesburg with a brigade of cavalry to cut the Rebels off, and General Augur has advanced a force of infantry to support him. General Wallace will have as many troops as he can handle at his disposal, and General Couch will not be left with an inadequate force. General Hunter is directing operations under orders from Generals Grant and Halleck.

Despatch from General Couch to Mayor Henry.

HARRISBURG, July 8.—To Alexander Henry, Esq., Mayor of Philadelphia:—I deem it of great importance that you use your official influence at once to raise men under the recent calls of Governor Curtin.

D. N. COUCH, Major-General.

OUR BALTIMORE DESPATCHES.

Special to "The Evening Telegraph."

BALTIMORE, July 8.—General Wallace is still at Frederick, and has thus far effectually whipped back the Rebels on all occasions. It is believed they will retreat to-day. Large reinforcements are reaching General Wallace, rendering him perfectly secure in his position.

There was considerable fighting yesterday and last night, but the casualties are inconsiderable. Sigel remains safely at Maryland Heights, and undisturbed, except by occasional Rebel shells.

Vast amounts of plunder are being carried across the Potomac by the Rebels; people in and around Frederick are less alarmed, as it is believed the insurgents are preparing to retire, or concentrate at some other point. There is yet no definite idea of the entire body of the invading forces.

General Wallace states that he does not suppose it half as large as reported, though there may be a heavy reserve in the Shenandoah Valley.

It is just now reported that a large force of Rebels is within a few miles of Frederick, preparing to give battle, but the report is doubtful.

The Western Maryland Railroad runs to Union Bridge, the entire length unmolested.

Special to The Evening Telegraph.

BALTIMORE, July 8—12½ P. M.—There are reports here, but not fully authenticated, that a strong Rebel force appeared near Frederick City this morning, and heavy fighting was in progress to-day. The enemy is said to have cavalry, artillery, and infantry.

General Wallace is handling our forces admirably. It is said he has driven the Rebels at all points. My opinion is that the Rebels will remain on this side the Potomac, if by doing so they are certain of not being gobbled up.

I now learn that some Rebel cavalry is at Emmitsburg, and citizens are leaving.

The Organization of the Militia.

The following despatch was received this morning from Harrisburg:—

HARRISBURG, July 7.—To Henry C. Lea, Esq.—I feared the effect of the provision for muster by minimum regiments as contained in the call of the President. I have submitted your despatch to the Governor and General Couch, now here. The hundred day men will be mustered by minimum companies. A. L. RUSSELL,
Adjutant General of Pennsylvania.

The following despatch was received in this city this morning:—

HARRISBURG, July 8.—George R. Messersmith, Cashier of the Cumberland Bank, telegraphed last night to J. W. Weir, Cashier of the Harrisburg Bank, that the Rebel raid was ended, and that the Rebels had retreated from Hagerstown, and to send home the teller of the bank with the securities, &c., which were placed in his charge to take to Harrisburg. The teller departed on his way rejoicing this morning.

The Maryland Raid—The Rebels Gone from Harper's Ferry—The Railroad not Seriously Damaged.

BALTIMORE, July 8, 1 P. M.—Advices from Harper's Ferry, this morning, show that the Rebels have left there.

The force in front of Fredrick yesterday is not believed to have exceeded 2000. The stories told by the prisoners taken of their having a large force beyond South Mountain are, most probably, mere boasts intended to mislead us. At all events, no very large force has as yet been actually discovered by our scouts and reconnoitring parties.

The special despatches sent from the city that fifty or sixty miles of the railroad had been destroyed, is merely a sensational fiction.

The officers of the road assure me that, with their facilities for obtaining information, which certainly are quite equal to any other, they have nothing to warrant any such statement.

On the contrary, all their information goes to show that thus far very little damage has been done to the road; that the enemy have been too much engaged in getting plunder to devote much attention to the road.

Certainly the road is all right westward from a point about ten miles west of Martinsburg, and from Harper's Ferry east towards Baltimore. Thus the Rebels have so far only held or operated on some twenty-five miles of the road, on which they have only destroyed the more unimportant bridges, which can be rebuilt in two or three days.

Gen. Hunter is supposed by this time to have reached a point not far west of Martinsburg, and possibly has already struck a blow at the enemy in the rear.

There is no excitement here, as telegraphed North. Our people are confident and as cool as the weather will permit.

—A high Washington official denies the truth of the report that there will be further Cabinet changes.

IMPORTANT FROM NORTH CAROLINA.

Daring Reconnoissance by Captain Cushing, United States Navy—He Visits the Suburbs of Wilmington and Captures a Valuable Rebel Mail—Acting Master Howard Buys Provisions at a Rebel Store—Intensely Exciting Trip Down the River—How the Rebels were Outwitted at Every Point, Etc., Etc.

BEAUFORT, N. C., June 29.—One of the most daring reconnoissances made during the war has just been successfully achieved by Captain Cushing, of the gunboat *Monticello*. On the night of the 24th instant, the Captain took a first cutter, with fifteen men and two officers, (Acting Ensign Jones and Acting Master's Mate Howard), and succeeded in passing the forts of the west bar at Wilmington, and started up the Cape Fear river.

After a narrow escape of being run over by one of the Rebel steamers plying the river, he passed the second line of batteries and continued his course until Old Brunswick was reached, where the Rebels have a heavy battery, when he was hailed and fired upon, but succeeded in passing unscathed, by feigning to pass down the river and crossing to the friendly cover of the opposite bank. He then continued his course up the river. By this artifice the Rebels were deceived, and signalised to the forts to intercept him as he came down the river, which they supposed was the direction taken.

At half-past two the next morning the captain had reached a point seven miles distant from Wilmington, where he caused the boat to be hauled on the banks and concealed from view by bushes and marsh grass. Day had now dawned, and it became necessary to select a place of concealment, which was found in the brush on the banks.

Soon after daylight the Rebel steamers, blockade runners and transports, could be seen by the party plying up and down the river, and in fact, the flagship of the Rebel Commodore Lynch passed by, pennant flying, the distinguished gentleman entirely unconscious of the fact that a rifle in a steady hand could and would, but for obvious reasons, have given him his quietus.

Two blockade steamers of the first class passed up and one down during the first twenty-four hours. When night had fairly set in the captain prepared to launch his boat, when the two boats rounded the point, and, he supposed, having discovered his position, they designed to attack him; but it proved to be a returned fishing party. The entire party were captured—eight in number.

Compelling them to act in the capacity of guides, he proceeded to examine all the fortifications, river obstructions and other objects of interest within three miles of Wilmington. Here he was compelled to pass through a creek running through a cypress swamp, for several hours, through grass eight feet high and immense cypress trees on each side, whose shadow cast a dark gloom only exceeded by darkness.

By two o'clock that morning a road was reached, which proved to be a branch to the main road to Wilmington, and joining it at a point two miles distant. The party was here divided, ten being left to hold this road; and the captain, taking the remaining eight men, took position at the junction of the roads, one of which was the main. Several prisoners were here captured, but none of importance. At about eleven o'clock A. M. the Rebel courier, with the mails from Fort Fisher and lower batteries, *en route* to Wilmington, whose approach was awaited, came duly along, and he, with his entire mail, was captured.

On examination this proved to be a prize of value, there being upwards of two hundred documents, private and official, and many of great importance. The party, having thus far labored successfully, experienced the necessity for refreshment for the inner man, and accordingly Master's Mate Howard garbed himself in the courier's clothes, and, mounting the same worthy's horse, proceeded two miles to a store and purchased a supply of provisions, with which he safely returned. The prices the mate thought exorbitant, but did not feel disposed, in his liberal mood, to haggle or beat down.

Shortly after more prisoners were captured, and all that was now required to add to the *eclat* of the achievement, was to capture the courier and mail from Wilmington, whose advent was looked for at 5 P. M. The impatience of the party may be imagined, when it is stated that the mail would contain the day's papers issued at Wilmington at 1 P. M., and our nomadic friends were anxious to obtain the latest news early.

The courier arrived slightly in advance of time, but one of the sailors having moved incautiously across the road, was seen by him, and taking alarm, took to his heels at full speed. Captain Cushing, like Paul Duval No. 2, awaited him on the road, with pistol cocked, put spurs to his horse and pursued for about three miles. But the courier speeded on like a whirlwind, and the Captain being rather further from his base than he thought prudent, took to his line of retreat and fell back in rapid, but good order.

The telegraph wire leading to Wilmington was they cut for several hundred yards, and the party, with prisoners and spoils, rejoined the squad, left with the boat, and, proceeding down the creek, reached the river about dark. The prisoners impeding the speed of the boats, measures were taken to dispose of them by depriving one of the fishing boats of oars and sails, and setting it adrift in the middle of the river, thus rendering it impossible for them to give the alarm until the tide floated them on some friendly bank.

But while putting this plan into execution, a steamer approached rapidly, and detection was only avoided by the party leaping into the water and holding on to the gunwales of the boat. The steamer passing, the prisoners and boat were sent adrift.

Nothing of interest occurred on the route down the river, until at a point between the batteries at Brunswick and Fort Fisher, when a boat was discovered making rapidly towards the shore.

After an exciting chase she was overtaken, and her occupants, consisting of six persons, four of whom were soldiers, were taken on board and the boat cut adrift. From them information was obtained that the Rebels were on the *qui vive*, having boats posted at the narrow entrance between the forts to intercept the return. To understand the position of the party it should be known that they were then but three hundred yards distant from two forts, and this on a moonlight night.

Captain Cushing, on learning the Rebels' designs, resolved to take a desperate chance of fighting his way through, supposing that in case there were but one or two boats, he might, by giving a broadside, escape in the confusion. On arriving at the mouth of the harbor, he perceived, as he imagined, one large boat, which, wonderfully prolific, soon gave birth to three more, which were afterwards increased in number by five from the opposite bank. This completely blocked up the narrow entrance to the harbor.

The helm was put hard aport to gain distance, and seeing a large sail boat filled with troops, (seventy-five musketeers), at once decided that the only hope lay in out manœuvring them. The Rebels, providentially, did not during this interval fire a shot, no doubt anticipating the certain capture of all. There being another means of escape into the harbor (the west bar), the only possible hope was in impressing the Rebels with the opinion that he would attempt that, the only remaining chance of escape.

Accordingly, apparently making for this point, the Rebel boats were drawn together in pursuit, when, rapidly changing his direction, the captain brought his boat back to the other entrance (the east bar), and deeply loaded as she was (twenty-six in the boat), forced her into the breakers. Rebels, evidently foiled, dared not venture to follow, and the guns of the batteries which were pointed to take the channel, were unprepared to inflict damage.

Captain Cushing has arrived safely with his eight prisoners and mail, and can congratulate himself in having performed one of the most hazardous and daring feats of the war. His escape from this position of jeopardy is regarded by the navy officers as little short of miraculous, and the Rebel prisoners have not yet recovered their amazement at the boldness of the feat.

Information of great value to the service has thus been obtained, but which I am precluded from giving to the public.

Captain Cushing commends Messrs. Jones and Howard highly for their gallant conduct on this as on many previous occasions, and likewise the crew with him.

The expedition was out three days and two nights.—*New York Herald.*

GENERAL SHERMAN'S ARMY.

The Battle of Kenesaw.

MARIETTA, GA., June 29.—I write this despatch in haste, to send by the officer going home in charge of General Harker's body.

There was an ominous silence along our lines this morning; not a shot fired along our picket lines; yet the *cognoscenti* knew that a heavy storm was brewing.

Baird's and Davis' Divisions of the 14th Corps had quietly shifted by night from the left to the right of the 4th Corps, and on the morning of the 27th Davis moved into position to the right of Newton's Division, 4th Corps, with Baird's Division a little thrown to the rear in reserve. Geary's Division of the 20th Corps had closed up on Davis, so as to engage the enemy at that point. Williams' and Butterfield's Divisions were on the right of Geary, with Schofield swinging round on the Rebels' extreme right, and were now somewhat advanced beyond Culp's farm.

The programme of the morning was, at eight o'clock, Newton was to commence the assault on a strong hill to the west of Kenesaw, which is a powerful position in the hands of the enemy, and from which their artillery has considerably annoyed us. Stanley's and Wood's Divisions were on the right and rear of Newton, somewhat thrown back *en echelon*, but within supporting distance.

Newton's Division advanced in column by division, the 125th Ohio, Colonel Opdyke, covering the front as skirmishers, followed by the 51st Illinois. Our lines had to advance through a dense wood of trees and underwood, and up a steep ascent. The enemy were intrenched behind a strong breastwork protected by a formidable abatis in front. Harker's Brigade moved first, Kimball on his left, and Wagner conforming with their movements.

The 125th Ohio, 74th Illinois, and another regiment skirmished heavily with the enemy, driving them back on their lines, but were received there by a destructive fire of musketry. Our lines now advanced to their support, when two Rebel batteries opened on their right and flank, with a shower of musketry in front. Our men cheered and dashed on; but the decimating fire of the enemy thinned their lines and made them waver.

Our officers rushed forward and cheered them on; but from concealed batteries and secure breastworks the leaden storm came, mowing our men down by scores. Our batteries were playing on the enemy; but, regardless of this, they seemed to give all their attention to our advancing columns. Our troops fell back, our officers in vain trying to rally them.

Captain Edward G. Whiteside, Adjutant-General to General Harker, seeing the men faltering, rushed forward, pistol in hand, at their head, when he was struck by a ball through the thigh. His men helped him to his horse, but just then his horse was shot under him, and his noble General fell mortally wounded near him. Captain Whiteside is a native of Pittsburg, and acted nobly in this fatal charge. Captain Whiteside's life was most probably saved by a penknife which he had in his pocket, which turned the ball from the bone through the fleshy part of the thigh. The knife and ball were extracted from the wound.

Generals Kimball, Wagner, and Harker, seeing their men giving way, rallied them in person.

With his cap in his raised hand, cheering on his men, who wavered beneath the withering fire that swept their ranks, fell Brigadier-General Charles G. Harker, shot through the side.

General Harker was a native of Mulligan Hill, N. J. He was a graduate of West Point, and a Captain in the 15th Regulars. At the commencement of the war, he was appointed to the Colonelcy of the 65th Ohio, and was commissioned as a Brigadier in September, 1863, for his bravery at the battle of Chickamanga; lost two horses at Chickamauga; was wounded and had his horse killed at Mission Ridge; was also wounded and had a horse killed at Resacca.

By the death of General Harker the country has lost a brave soldier and efficient officer; his men an officer whom they gloried in following, and who was always foremost where duty and danger called him. He has fallen in the prime of manhood, being but twenty-seven years of age; but he has left a name that history will record with pride. He was a fine, handsome looking young man. Brave Harker! little I thought, when I saw you proudly lead on your men, that I would so soon see your corpse.

Our troops had now fallen back to their line of works, the Rebels all the time keeping up a murderous fire upon them from the shelter of their works, which they dare not leave. Our loss must be severe. Newton's Division alone must have lost about six hundred men; Wood's and Stanley's Divisions were only partially engaged.

Davis' Division, 14th Corps, was heavily engaged on the right of Newton. They, too, met with a slight repulse, and lost severely.

Colonel McCook, commanding a brigade, was severely wounded, besides several other valuable officers.

Your correspondent there will give all particulars.

Garey's Division engaged the enemy's skirmishers, driving them back to their works. His artillery materially assisted his advance.

It is reported that Schofield has repulsed the enemy on the extreme right.—*New York Herald.*

FINANCE AND COMMERCE.

PHILADELPHIA STOCK EXCHANGE SALES, JULY 8.
Reported by Clarkson & Co., Brokers, No. 121 S. Third St.

BEFORE BOARDS.

100 sh Fulton Coal.... 8	200 sh Reading R....c 68¼
200 sh Read...s10 68 69-100	

FIRST BOARD.

$7000 U. S. 5-20s......103¾	300 sh Fulton Coal..... 8
$50 U S 7 3-10s. Feb...105½	15 sh N Central..... 58
$200 City 6s. R R...... 105	100 sh Maple Sh....c 10½
$1500 City 6s. new.....107	50 sh Sch. N. pf..... 39
$1000 Alleg. Co 5s..... 81	50 sh Lit Sch..... [illegible]
$1000 U. S. 5-20s......103½	100 sh Read. R. R. b30 [illegible]
$500 Sch. Nav. 6s '82... 95	300 sh do......c [illegible]
$3000 City 6s. new.....105½	21 sh Minehill..... 61
$5000 C. & A mg 89..... 114	100 sh Penna R R.... 72⅛
5 sh Hazleton Coal.... 50	100 sh McClintock..... 4⅞
100 sh N. Y. & M...... 10½	

H. S. LEACH, Stock Commission Broker, No. 7 Farquhar Buildings, Walnut street, below Third.

PRICES OF STOCKS IN NEW YORK.
Reported by Clarkson & Co., Brokers, No. 121 S. Third St.

	First Call.		Second Call.	
United States 6s, 1881, int off	104	bid	104	sales
Rock Island Railroad	..	bid	110¾	sales
Reading Railroad	68¾	bid	68¾	sales
Illinois Central Railroad	..	bid	129⅜	sales
Galena Railroad		bid	..	sales
New York Central Railroad	134½	bid	134½	sales
Erie Railroad	113¾	bid	113¾	sales
Harlem Railroad	220	bid	220	sales
Gold		bid	..	sales
United States 5-20s	103½	bid	103½	sales
Market	Heavy.		Heavy.	

CITY INTELLIGENCE.

STATE OF THERMOMETER TO-DAY.—Six A. M. 76. Noon, 79. One P. M., Wind E. by N. E.

A WORK FOR NORTHERN WOMEN.—None, for a moment, will deny that the women of the South have exercised a potent influence in fostering and upholding the Rebellion. After the flash of excitement incident to the calling to arms of men for the defense of Southern homes and firesides had faded away, these women, matrons and maids, assumed the work of replenishing the decimated ranks of her armies, and of placing in the stead of wounded and hopelessly crippled soldiers, strong and stalwart men, who should re-arrest the despoiled rights of the South, and defend her soil against the invasions of the so-called Yankee hordes.

Flashing eyes and eloquent lips, we may surmise, addressed themselves in irresistible appeals to the hearts of the Southron, be he husband or lover, brother or friend, until at last love's ostracism compelled many a man to wear the livery of the C. S. A. soldier, and to enter the ranks of the then abhorred Rebel army.

Months and even years have passed since this movement was inaugurated among the Southern women, yet even to-day this same influence is at work in the South.

The once happy wife now wears the habiliments of the widow, and the tear-dimmed eye and faded cheek of the sweetheart now proclaims the death of her lover; yet, for all this, these women have pledged themselves body and soul to the task of re-ening the South from her present thraldom, and of aiding the Rebel Government, as best they may, in sending to her forces in the field every available man and stripling.

Now, acting upon this principle, alone, what a work is yet before the women of the North. While there is an eternity of difference between the cause in which we of the North are engaged and that to which our deluded Southern brethren have devoted themselves—the one to the perpetuity of the Union, and the other to the destruction of that blessed relation—yet the justice of the one over the other renders this work all the more fit for the labors of our Northern wives and sweethearts.

We do not accuse the ladies of a lack of patriotism in the great struggle in which we are engaged, for their devotion to the cause has been attested on the battle field and in the hospitals for many long and weary months past; but we say that in this matter of enlisting men for the army, there is a wide field for the exercise of their patriotic impulses.

Our armies are rapidly becoming decimated; our hospitals are filled with thousands of sick and wounded men; for days past our State Executive has plead for men to defend the old Keystone State from the ravages of the traitor.

Men we must have. Thousands have already sunk into a soldier's grave in defence of the old flag, and thousands more in the East, and West, and Southwest are still battling for the preservation of that starry emblem. We cannot submit to a draft.

It is degrading as well as unpopular, and makes a man more a slave than a lord. The women by their voices, by their appeals of love, and acts of patriotism, can yet accomplish this seemingly herculean task. The brave volunteer must be the soldier after all; and thrice the hero he, who from the combined motives of love and patriotism, shoulders the musket and hies to the battle-field. What will the women do in this matter?

THE SIXTIETH PENNSYLVANIA REGIMENT.—This popular organization is being rapidly filled up in accordance with President Lincoln's recommendation and Governor Curtin's call for one hundred days' service. Colonel William F. Small is in command, and is hard at work to accomplish everything possible for the benefit and comfort of his men.

The highest bounties are paid, embracing all those offered by the Government, State and city, together with private bounties. The headquarters are at Major Berry's, Sixth street below Chesnut. Colonel Small is ably and heartily seconded by officers who have served under him in the 26th and 60th Regiments, and young men who desire to enlist under really gallant and experienced officers, cannot do better than join this organization.

THE COMMERCIAL REGIMENT.—This excellent military organization, we are glad to hear, is rapidly filling up. Colonel Lechler is an experienced and capable officer, and will no doubt obtain a splendid regiment.

THE BOUNTY BILL SIGNED.—Mayor Henry this morning affixed his signature to the ordinance passed yesterday, appropriating one hundred thousand dollars to pay bounties of fifty dollars each to volunteers.

EXTRA!

FOURTH EDITION.

THE GREAT RAID.

REBELS AGAIN AT HAGERSTOWN

BURNING AND DESTROYING

PROBABLE CAPTURE OF THE WHOLE PARTY.

General Howe to Take Command at Harper's Ferry.

GENERAL SIGEL TO REPORT TO GENERAL HUNTER.

Special to The Evening Telegraph.

HARRISBURG, July [illegible] returned to Hagerstown this morn[illegible]ing.

I am assured that befor[illegible] will be disturbed in their progress.

It looks as if the Hagerstown th[illegible] be gobbled up very shortly. There is no [illegible] that this force will enter Pennsylvania; [illegible] main object of the Rebel advance is still in [illegible], and appeals for militia are by no means less urgent or necessary. Smoke is now still ascending from Hagerstown.

HARRISBURG, July 8.—The telegraphic operator has been close to Hagerstown, and reports that the Rebels set fire to the court house, railroad depot, and all other railroad buildings, burning a large quantity of hay.

It is known here that the Rebels made their appearance at Hancock this morning; but in what numbers is unknown.

It is reported that there have not been at any time over two thousand Rebels this side of the Potomac, and that Sigel is entirely out of danger. Nothing, however, is known by General Sigel as to the force in the Shenandoah Valley, immediately in his front.

A scout just in from Boonsboro reports to General Couch that two brigades are lying at Boonsboro, composed of infantry and cavalry, commander unknown. They crossed at Antietam ford.

BALTIMORE, July 8, 2·30 P. M.—A special despatch to the *American*, dated at Frederick at one o'clock P. M, says that the Rebels have retreated fully four miles from their position of yesterday on the Boonsboro and Hagerstown roads.

General Wallace and staff are actively engaged, and everything looks well.

Frederick is in no danger.

We captured a cannon from the enemy yesterday.

The 11th Maryland Regiment, 100 days' men, have arrived and were enthusiastically received.

BALTIMORE, July 8, 3·30 P. M.—A despatch from Harper's Ferry this morning confirms the evacuation of that place by the Rebels, and says our troops again hold it. The old flag once more floats over the town.

Special to The Evening Telegraph.

WASHINGTON, June 8.—The *Star* says:—

Brigadier-General A. P. Howe, Chief of Artillery of the Department of Washington, has been ordered to the command of our forces in front of the Rebel force that has entered Maryland, vice General Sigel, who is ordered to report to General Hunter.

General Howe is an officer of great energy, activity, and experience, and will prove very valuable to the country in his new position. He is in command there this morning. There is no doubt, we apprehend, that while the Rebel General Early was yesterday preparing to attack our left, near Maryland Heights, his force was vigorously attacked by a portion of Sigel's troops, and so punished as to frustrate Ewell's plans for the time being. He has thus more than he can do successfully to defend himself.

A Mr. Richardson, a refugee from Martinsburg for now the fifth time, was in the city this morning, having left Martinsburg on the evening of July 4. He saw the Rebels enter at one o'clock, and reports the Rebel force that entered there at not more than one thousand five hundred.

General Sigel held them at bay long enough to have all the rolling stock and property of the railroad sent off, and also all Government property, and then fell back successfully. Such Government property as could not be brought away was burned. Our informant thinks the Rebels at Martinsburg were commanded by Imboden.

Special to the Evening Telegraph.

WASHINGTON, July 8.—There is no justification for the great alarm existing in Pennsylvania because of the Rebel raid. The stories are greatly exaggerated, and the Government is fully prepared.

FROM THE FRONT.

MORE OF WILSON'S MEN ARRIVING.

THEY FIGHT THEIR WAY THROUGH.

Special to The Evening Telegraph.

WASHINGTON, July 8.—The mail steamer *John Brooks* has arrived from City Point, which place she left yesterday morning at ten o'clock. She brings no news, and reports all quiet at the front.

Colonel Conger and Major Curtis, of the 1st District of Columbia Cavalry, who were reported killed or captured in the late raid with Wilson, came up on the *John Brooks*. Major Curtis made several narrow escapes, his clothing being perforated with bullets.

Colonel Conger is severely, but not dangerously wounded, and hopes to be soon in the saddle again. These officers reached our lines on Friday last, with a portion of their command, after several severe engagements with the Rebels.

The 1st District Cavalry is not so badly cut up as at first reported, many of the missing having succeeded in gaining our lines. Their entire loss in killed, wounded, and missing will not amount to more than one hundred.

Markets by Telegraph.

NEW YORK, July 8.—Flour has advanced 20@25c for State, which is quoted at $10·75@10·85. Sales of 17,000 bbls. $11·50@13·25 for Ohio, and $12·00@14 for Southern. Wheat is 2@3c. better; 6000 bushels sold at $2·[illegible] for Chicago Spring and Milwaukie Club, and $2·[illegible] for Red Western. Corn is 3c. better; sales of 70,000 bushels at $1·65. Beef firm. Pork firm, with sales of 1400 bbls. of Mess at $40·50@40·75. Lard firm. Sales of 1800 bbls. at 19½@20½c. Whisky steady at 75@78c.

BALTIMORE, July 8.—Wheat is firm, and the supply of the new crop is scarce. Southern white $2·80. Flour advancing and excited; Howard street, $10·25; Ohio extra, $11. Corn dull. Whisky dull and quiet at $1·84½@1·85. Coffee heavy. Rio 46@48 cents.

Official Drawings of the Shelby College Lottery of Kentucky.

CLASS 323—July 7, 1864.
68, 1, 11, 17, 56, 64, 67, 51, 41, 53, 16, 5.
EXTRA CLASS 323—July 8, 1864.
45, 9, 22, 34, 42, 17, 46, 57, 26, 29, 38, 20.
Circulars sent by addressing [illegible]
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Evening Telegraph

A DAILY AFTERNOON NEWSPAPER.

OFFICE No. 108 S. THIRD STREET.

Price Two Cents Per Copy, or Twelve Cents Per Week, payable to the Carrier, and mailed to Subscribers out of the City at Six Dollars Per Annum; One Dollar for Two Months, invariably in advance for the period ordered.

Advertisements inserted at the usual rates. A liberal arrangement made for extended insertions.

To Correspondents.

No notice can be taken of Anonymous Communications. Whatever is intended for insertion must be authenticated by the name and address of the writer—not necessarily for publication, but as a guarantee of his good faith. We cannot undertake to return rejected Communications.

To Advertisers.

Owing to the great increase in the Circulation of The Evening Telegraph, compelling us to go to press at an early hour, we urgently request that advertisements may be handed in as soon as ten o'clock, if possible, to secure them an insertion in all of our editions.

FRIDAY, JULY 8, 1864.

THE REBEL RAID.

We have had a suspicion for several days past that the reported raid of the Rebels into the Cumberland Valley has been greatly magnified by the fears of the people of the region that is threatened. No reports yet received have agreed as to the number of the invading forces, their commander, or their probable purpose and destination. We have had the strength of the enemy stated, at one time, as being only about one hundred cavalrymen, under the marauder Mosby, while at another, it has been described as consisting of infantry, cavalry, and artillery, amounting in the aggregate to thirty thousand soldiers!! Now, in the midst of such confused and contradictory news, what are we to believe? It is quite evident that somebody is grossly in error, and the probability is that nobody is entirely right. One thing, at least, we think is certain, and that is, that a large part of the story, as to the formidable character of the invasion, is purely imaginative, and must be credited to the excited apprehension, rather than to the positive knowledge, of those who furnish the public with intelligence.

It occurs to us, however, as quite remarkable that a raiding party which has been for several days past within a few miles only of Washington, and in direct conflict with certain bodies of our troops at Martinsburg, Harper's Ferry, and other neighboring points, should not before this have had its full strength and actual composition and character accurately ascertained, and reported to the War Department. If the men who are making the foray are really small in number, and incapable of doing any serious damage, the people ought to be advised of the fact, so that they may not be unnecessarily alarmed. If, on the other hand, their force is indeed large and their evident purpose more serious than a simple predatory excursion, got up to secure a few horses, shoes, groceries, and the like, from the defenseless communities in the valleys of the Potomac, the public should be promptly informed of the fact, in order that suitable preparations may be made to meet the emergency. Nothing, in time of war, is more important than reliable intelligence with respect to the movements and intentions of the enemy. They should, under no circumstances, and for no purposes, be either concealed or exaggerated, or unreasonably despised or pooh-poohed. Safety lies in knowing quickly the truth, the whole truth, and nothing but the truth. But in this instance we have for days together, apparently known very little, if anything, certainly. The whole people have been in a thick fog of doubt, through which all that was seen, or supposed to be seen at all, was distorted and magnified.

If Ewell or Early are on this or the other side of the Potomac, above Washington, with thirty or even twenty thousand well appointed veterans, we cannot too speedily send a sufficient force to repel the enemy and crush him if possible. But this is not the time to incur the enormous expense of raising, equipping, and transporting a considerable body of troops from the remote east to the Potomac, only to meet an army in buckram. Such expeditions require the expenditure of a fearful amount of money, which is justified afterwards by no compensating results. Hence, in order to avoid unnecessary public agitation and useless waste of resources which ought to be carefully husbanded, it is of the highest importance that our military intelligence should be, at all times, as complete, authentic, and promptly communicated as possible.

A NEEDED REFORM IN OUR POLITICS.

We copied into our columns recently an editorial from the New York *Tribune* which contained some very wise and opportune reflections on the decline in the intellectual and moral character of the members of our National Congress. That paper said:—

"The Thirty-eighth Congress, which has just "closed its longer session, was an uncommonly "green one. We believe not more than half its "members ever before held seats in either House. "A very considerable proportion of its members "are men of quite moderate abilities, about equal "to the duties of justices of the peace. Some of "them bought their nominations outright; others "traded for them; perhaps fifty in all got in because they were really fit for legislators, and "the people knew it.

"It is a solemn fact that we do not send as "able men relatively to Congress as were sent "forty to sixty years ago; and our detestable "system of primary meetings and regular nominations are the main cause of the falling off, "though our wretched practice of confiding the "choice of each district to residents therein—a "practice founded neither in law nor in reason—"is partly responsible for it.

"Neither Clay, Webster, nor Calhoun could "remain in the House eight years under the "prevailing system. What district will set the "example of calling some able and upright "statesman by public requisition to serve it in "the next House? We ought to have Edward "Everett, Salmon P. Chase, Henry C. Carey, "Hamilton Fish, Gerrit Smith, John P. Kennedy, etc., etc., in that House; while our political opponents should likewise send to it Millard Fillmore, C. O'Conor, Judge Woodward, "George M. Dallas, etc., etc., if they can."

There is a boldness, as well as justness, in the above remarks, which must command the respect of candid and intelligent men of all political parties and opinions.

How sad it is to reflect that a man cannot, in our country, get a nomination for public office unless he buys it, and cannot be elected without resorting to all manner of dishonorable tricks and expedients! One who is above such base practices is precluded from political life, no matter how eminent he may be in all those talents and attainments which qualify him for any station in the gift of the people. Indeed, his very virtues are a positive barrier to his advancement, and what ought to be regarded as the strongest reason for placing and keeping him in the service of the State, is made a disqualification by those who frame our party tickets and determine for whom we shall vote.

It is notorious that most nominating conventions are accessible to the worst possible influences, and that their action is governed by anything in the world but a disinterested concern for the public welfare. Why they should be so patiently tolerated, when their conduct is so corrupt and pernicious, is inexplicable. They step in between the people and the ballot-box, and destroy, in effect, the essential means of popular government. They render the elective franchise a privilege which no citizen can exercise except in subserviency to their dictation. They designate the candidates for every office, and insist afterwards that the men they nominate must be elected, regardless of their admitted unworthiness.

This is, practically, a limitation of the right of suffrage which reduces it to little more than the power of voting at the mercy and control of a set of self-constituted tyrants. Yet the people not only suffer this sort of abusive domination of demagogues, but actually give it all the force and effect it possesses. They go to the polls on election day, and ratify the nomination by their ballots. They are told that one ticket or the other must prevail, and though both are so bad as to be unacceptable, they are driven to a choice of the least objectionable, in order to avoid a worse.

To aid this execrable imposition on the good sense or weak obsequiousness of the people, they are persuaded that party organization must be sustained at all hazards; that whatever is done by the regularly constituted managers of a party, no matter how exceptionable, morally or otherwise, must be sanctioned and enforced, and that it is better that knaves and fools should be chosen to the most responsible trusts than that the party should be defeated, its discipline impaired, or its strength weakened by disaffection and divisions.

Now all this sort of thing is full of mischief and evil. It has demoralized the politics of the country to a fearful degree. Power has passed out of the hands of the people into the hands of a few depraved and unscrupulous politicians, who rule over us with an absoluteness worse than that of an intelligent and virtuous aristocracy, or even despotism. There is no effectual responsibility where those who make and administer the laws of a community are neither put in office by their constituents, nor can be turned out when they forfeit their confidence. Their accountability begins and ends with the small bodies which virtually hold all public stations in their gift, inasmuch as they nominate whom they please for office, while the people vote afterwards for whomsoever they nominate. To this complexion have affairs in our country come at last. Under the influence of such conditions in our political life, we are obviously tending fast towards the worst consequences of corrupt government. Popular liberty has become with us already more a name than a reality. Demagogues have usurped the prerogatives of the people, and we are swayed by leaders who cheat us into subjection with the pretences of principle and patriotism.

NEWS FROM THE SOUTH.

Judge Ould's Regulations Touching the Transmission of Letters to the North from Richmond.

Robert Ould, Confederate Commissioner of Exchange, has established the following regulations to be observed by those who send letters to the North from Richmond. A compliance with these rules is necessary in order that letters may reach their destination:—

1. All letters to go North by flag of truce must be sent to the "Bureau of Exchange, War (?) Department, Confederate States of America." (?)

2. Each letter must be enclosed in a separate envelope, and addressed, "Robert Ould, Bureau of Exchange, Richmond, Virginia."

3. No letter must exceed in length one page of ordinary sized letter paper, and its contents confined strictly to personal or family matters. No letters alluding to the movements or localities of troops will be permitted to pass.

4. Each letter must contain a United States postage stamp or its equivalent in silver or United States currency.

These regulations will be rigidly enforced, and no letter transmitted in which they are not strictly observed.

Concerning the Exchange of Vicksburg Confederate Prisoners of July 4, 1863.

Commissioner Ould has issued an exchange notice to the effect that all officers and men of the Vicksburg capture of July 4, 1863, who reported for duty at Enterprise, Miss.; Demopolis, Ala.; Jonesboro, Tenn.; Vienna, Natchitoches, Shreveport, or Alexandria, La., at any time prior to April 1, 1864, and whose names have been forwarded to the "Confederate Commissioner" by the proper officers, are declared to be exchanged.

FRANCE, MEXICO, AND THE UNITED STATES.

The *Courier du Dimanche*, of Paris, publishes a circular letter addressed to M. Drouyn de l'Huys, the French Minister of Foreign Affairs, to the agents of the Empire abroad, respecting the relation of France to the American Government. This letter is a sequel to the correspondence between Mr. Seward and Mr. Dayton with regard to the Mexican question, and is as follows:—

Paris, May 7, 1864.—Mr. Dayton has called on me to read to me a despatch addressed to him by the Secretary of State of the Union, in order to define the responsibility of the Government of Washington, and to show that a vote of the House of Representatives, or of the Senate, or even of the two Houses, while it naturally recommends itself to the attention of the Government, did not oblige it to modify its policy and take from it its liberty of action.

Mr. Seward sees no reason to follow in the Mexican question a line of conduct other than that which he had adopted heretofore; and if his disposition should happen to be modified, we should be directly and in good time informed of this resolution and its motives.

I have replied to Mr. Dayton that in the opinion of the Government of the Emperor, nothing could justify this change; that our confidence in the wisdom and enlightenment of the American Cabinet was too great to permit us to suppose it to have any idea of compromising, by thoughtless action, the true interests of the United States.

While expressing to Mr. Dayton the entire satisfaction which the assurances he was charged with giving to us caused to the Government of the Emperor, I added that I thought, in effect, that, even from the point of view of the United States, the choice would not be doubtful between the establishment in Mexico of a stable and regular Government, and the perpetuation of an anarchy of which they had been the first to suffer and to point out the great inconvenience.

The reorganization of a vast country which, after the restoration of order and security, is expected to play an important economical part in the world, would be for the United States especially a real source of advantage, since it would open a new market to them from which they, because of their proximity, would profit more than others.

The prosperity of Mexico would therefore agree with their rightly understood interests, and I certainly do not believe that the Government of Washington could misunderstand this truth.

DROUYN DE L'HUYS.

Paper-Making.

"Paper is now made of the coarsest material, even hay and bramble. It only requires to be machined to become good printing paper. It takes a ton and a quarter of the best cotton rags to make a ton of pulp, and these rags cost from $125 to $175 per ton. Two tons of coarse hay, costing from $20 to $25, make one ton of pulp. Twenty dollars would pay for the chemicals and twenty-five for labor, coal, etc. A ton of paper thus made would stand at a little over $60, saving 50 per cent."—*Round Table.*

And yet manufacturers are selling the commonest news paper at twenty-one cents a pound, and upward, or for about all publishers get for their journals, throwing in ink, press-work, type setting, clerk-hire, mailing, &c. The present price is beyond excuse, even for the greedy.

—Nebraska has voted not to organize a State Government as yet. In this we think she has decided wisely. She had but 28,841 inhabitants in 1860; she has not more than 60,000 now; and she could hardly fail, by making herself a State, to double her local taxation—a serious consideration in these days. Whoever expected to be Governor, United States Senators, &c., are doubtless annoyed by this vote; but the great mass of the people can bear the disappointment of this class with unshaken fortitude. Nebraska will be coming in as a State, with a population of 100,000 or over, in season to vote for President in 1868.

TO-DAY'S WASHINGTON NEWS.

Special Despatches to Evening Telegraph.

WASHINGTON, July 8.

Personal.

Rear-Admiral Porter has arrived in this city.

Interesting to Army Paymasters.

Congress passed, on the last day of the session, a provision of law, as follows:—

"That when a soldier, sick in a hospital, shall have been discharged, or shall be discharged, from the military service, but who shall be unable to leave or to avail himself of his discharge, in consequence of sickness or wounds, and who shall subsequently die in such hospital, he shall be deemed to have died in the military service, so far as relates to bounties."

News Direct from Richmond.

A refugee, Mr. John H. Bragg, who left Richmond a few days ago, has reached this city on his way to Baltimore, &c., and gives a sad account of the destitution which prevails in the Confederate capital, and of the sweeping conscription which is enforced on all classes of citizens.

Naval Bids in Classes.

The Secretary of the Navy is empowered by a law passed by the late session of Congress as follows:—

"That where articles are advertised and bid for in classes, and in the judgment of the head of the Department, any one or more articles appear to be bid for at excessive and unreasonable prices, exceeding ten per centum above the fair market value, he shall be authorized to reject each bid.

The Colored People's Picnic.

The colored Catholic schools and friends who held their festival in the President's Grounds, on the Fourth of July, realized a sum amounting to about $1200, for the laudable purpose of building a new school-house. It is said that the receipts at the gateway reached about $300.

List of Pennsylvania Soldiers Captured Before Petersburg, and Confined in Libby Prison.

The following officers were captured near Petersburg June 22, and sent to Libby Prison:—

Colonel John Frazer, 11th; Major Charles M. Lynch, 45th; Lieutenant M. S. Ladetta, 55d; Captain McIlugh, 69th; Captain E. R. Whittaker, 72d; Lieutenant G. S. Stoneman, 87th; Lieutenant J. F. Huger, 57th; Captain H. B. Huff, 181th; Lieutenant J. H. Bryan, 181th; Captain John McKeage, 181th; Captain A. Hamlen, 181th; Lieutenant M. Stover, 181th; Captain S. G. Evans, 181th; Lieutenant Oscar Kahon, 181th; Adjutant Sidney T. Muffey, 181th; Lieutenant Charles Cosbett, 116th; Captain G. A. Bayard, 181th; Captain L. D. S. Tyler, 106th; Lieutenant William B. Rese, 106th; Captain William B. Farr, 106th; Lieutenant J. D. Cope, 116th; Lieutenant A. V. Miller, 114th.

The following is a list of officers and men of the 106th Pennsylvania Volunteers captured near Petersburg June 22, and now in Libby Prison:—

Company A—Privates Daniel Green, John Harris, M Milan.

Company B—Sergeant James Marshall, Privates Stephen Fay, Denny Keene, S. McGrael, Albert Creswell.

Company C—Corporal Macy Smith; Privates Thomas Garrity, George Hellen, P Kennedy, James Mitchell, Thos O'Donnell, Ed Shall, F H Stittenhoffer, Henry Wenert, Wm Young.

Company D—Privates Burden, W Frank, Peter Schlek, I. N Wilber, Ed Matthew, Thos Matthews.

Company E—Sgts W. E Coward, Albert Malone; Corp W M Reiff; Privates Robert B Agin, Jas Burness, John Carley, Wm Hopcart, T L Williams.

Company F—Captain Wm N Farr; Sergeants Chas McCoy, Richard Whitmeyer, Wm H Ritson; Corporals E K Luke, C A Rubeyght, J Houghton, H McCoy; Privates Samuel Black, Adam Biter, Lawson Bryan, Joseph Eves, John Fenstmaker, H N Green, John Prass, Joseph Smith, George Sherrow, —— Elsell, John Webber.

Company G—Corporal W M Abrams, Private George Robbins.

Company H—Captain L D Tyler, Lieutenant William B Rose, Sergeants James J Fox, George W Seville, Privates Robert Anderson, John Blaine, Thos Brady, Wm Davis, Wm Gillan, Geo Fisher, Jonathan Hallowell, Francis Keisley, Jas McCurron, Samuel McCandless, Gideon Price, Geo W Parker, John Richards, John Stacey, Robert Wilson, John Warrenton.

Company I—Corporal Arthurs, Privates David Allen, George Barber, James Croie, Harvey G. Potter.

Company K—Sergeant William L Brown, Privates George Redfield, John C Flannery, N Finlooke.

The following prisoners were captured June 7, at Gaines' Mill, and sent to Libby Prison:—

45th Pennsylvania—William Mason Dunham, B; J T Simeson, K; G H Staple, K; D Collins, K; F Swears, K; A Stonever, K; S Nott, G; A Lawrence, B; J Oburn, C; F Johnson, I; —— Zimmerman; James Park, D; Amos Harper, B; William Moran; —— Caufman, E.

Petersburg.

The Union army lies in a melting mood in its trenches before Petersburg. The Rebel army lies in a melting mood in its trenches in front of Petersburg. Hardly a shot has been fired for three days from the one picket line to the other. Not a drop of rain has fallen, and water for the canteens of the men, and water for the battery horses and the transportation teams is becoming very scarce. But the end is sure.

The Late General Harker.

President Lincoln has sent a Major-General's commission to the wife of the brave Brigadier-General Harker, who lost his life while gallantly leading his men against the enemy's works at Kenesaw Mountain.

Order Affecting Sutlers.

A general order from Newbern, N. C., affecting sutlers and traders, requires, first, that, before any goods are brought into that district, the owner or person in charge shall first file a correct copy of the original invoice required by the Supervising Agent of the Treasury Department, sworn to before some officer of the Provost Marshal's Department of the district.

Second. The following is the scale of profits allowed to be made upon goods offered for sale. Any trader who shall exceed in the slightest these rates will be debarred the privilege of bringing in or disposing of any more goods in the district, and will have his license taken away:—

1. For wet groceries, not more than 35 per centum advance upon the original invoices, including all taxes, duties, costs of transportation, &c.

2. For all wearing apparel made within the District not more than 20 per centum advance upon the original invoices, including all taxes, duties, cost of transportation, and labor of construction.

3. For all dry groceries, dry goods, and any articles of merchandise and fabrication, domestic or foreign, not enumerated in parts 1 and 2, not more than 20 per cent. advance upon the original invoices, including all taxes, duties, cost of transportation, &c.

4. For all newspapers, magazines, stationery, fancy goods and notions, live stock, fish, farm produce, etc., such prices as may be established by the chief Provost Marshal of the district. The Chief Quartermaster of the District of North Carolina will place a responsible person upon the Newbern and Beaufort Railroad, who shall receive all property consigned to Newbern traders, and deliver the same to the owners at the Newbern depot.

The rates for transportation from Morehead city to Newbern are already fixed at fair rates. The list may be procured upon application to any officer of the Provost Marshal's Department in North Carolina. The senior officer of the army aboard any transport is responsible for the discipline and care of the troops aboard, and all public and private property. All steamers, vessels, and other watercraft entering any of the ports of North Carolina will hereafter be required to display the national colors.

Hospital Changes.

Upon the recommendation of the Surgeon General, the slightly wounded and sick officers at Fortress Monroe, not absolutely requiring hospital treatment, will be sent to Annapolis for temporary duty with the convalescent camp there.

Wilson's Men Coming In.

Considerable parties of Wilson's men, who had scattered and been separated during the raid and action at Reams, are constantly coming in, thus materially reducing the number of our captured. These, at first put at three thousand, have been so much reduced that returns show that our losses will come inside of one thousand men.

Congressmen Leaving Washington.

Not more than a baker's dozen of Congressmen remain in Washington. Senator Sumner is still here, and will remain for four or five days longer.

The Metropolitan Railroad.

Two-thirds of the stock of the new Metropolitan Railroad of Washington was to-day subscribed for.

The Pamphlet Edition of the Internal Revenue Bill.

The Government pamphlet edition of the Internal Revenue bill, passed at the last session of Congress, will, it is expected, be ready for distribution in a few days. It is now in the hands of the public printer.

Important Movement of Troops.

From the Cleveland Herald.

We mentioned a few days ago that there were indications of an immediate movement on Mobile. The troops in the unfortunate expedition under General Banks have sailed from New Orleans for some destination—where is the question. Sixteen thousand men had left New Orleans prior to the 19th ult., and eight thousand more up to the date of the latest advices. One opinion is that they have gone to reinforce General Grant—another that they have moved to attack Mobile. The sudden landing of twenty-five thousand veterans under General Canby at Mobile would make a stir among the Rebels under Johnston. Should the Louisiana veterans be added to the Army of the Potomac, Grant will the sooner be able to press Lee to extremity. The New Orleans expedition must soon be heard from.

CITY INTELLIGENCE.

RAID IN PENNSYLVANIA.

PHILADELPHIA AROUSING TO MEET THE TRAITORS.

ONE HUNDRED DAYS' MEN

We are glad to chronicle the fact that our citizens are moving with great activity in obedience to the call of the Governor for volunteers for the State defense, and that already some six or more embryo regiments are in process of formation.

Besides the regiments noticed yesterday, the Blue Reserves are also acting in the matter, and to-morrow morning two companies, E and F, will meet at their armory for the purpose of completing arrangements for leaving the city. This evening the call of the Philadelphia Union Artillery Guard will be responded to at Broad and Race streets, and the Keystone Battery are holding themselves in readiness to leave at a very early date.

A nucleus of a regiment to be called the Commercial Regiment has also been formed. This regiment will be commanded by Colonel Lechler, an officer who was attached to General Meade's staff in 1862, and with the 176th Pennsylvania Regiment, and who, previous to that, was a Quartermaster of the 4th Pennsylvania Reserves. This officer is one of known ability, and in all departments of the regiment the best military skill will be employed. A meeting of the members of this regiment will be held at Sansom Street Hall this evening.

Those who signed the rolls of the National Guard Regiment, some months since, should now come forward as rapidly as possible, as it is the desire of Colonel Neff to organize a splendid regiment for service in a very few days. At the same time others wishing to join this fine organization should not delay an hour in signifying their intention in the premises.

In other quarters, also, there is evidence of a hearty enthusiasm in the matter. The old 2d Regiment, of the 2d Brigade (Irish), is to be immediately filled up for service. The Minute Men will hold a meeting this evening. Company A, of the 71st Volunteers, are already on the tapis, and throughout the city various independent companies now in existence are being recruited to the full standard. The 20th Regiment goes into camp this morning.

An additional inducement to volunteer is offered by the ordinance which passed both branches of City Councils yesterday, providing for the payment of a bounty of $50 to all one hundred days' men volunteering in Philadelphia regiments. This ordinance but awaits the signature of the Mayor, who will no doubt speedily approve it, and the bounty will be paid over to all those thus enlisting.

We trust, however, that concentration may be the order of the hour in the matter of enlistments, and that regiments which already have a recognized existence will be recruited up to a full standard before the formation of other regiments are attempted. Thus will the call of the Governor be all the more speedily answered, and the danger which now threatens our borders the sooner averted.

The Draft.—In relation to the furnishing of substitutes by citizens who, though free from the draft, yet from patriotic motives desire to aid the Government by furnishing representatives, the Provost Marshal-General has decided that all such can furnish personal representatives in the service, either aliens or citizens who are enrolled and liable to draft.

The City Bounty Commission states that the city bounty of two hundred and fifty dollars will be paid in cases where enrolled citizens of Philadelphia, in advance of the draft, put in three years' substitutes not liable to a draft, and proper credit is given upon the quota of their districts. If citizens not enrolled put in substitutes, the substitute is regarded as a volunteer, and on a proper evidence of his being credited is entitled to the bounty.

Amendatory of the Constitution.—At a first meeting of the National Association for the amendment of the Constitution, held yesterday afternoon, at the Trinity Church, in Eighth street above Race, Rev. Dr. Musgrave moved that committees be appointed in various localities to endeavor to enlist the press, secular and religious, in the objects of the association, and also to furnish matter for the press.

The resolution was adopted and the following committees were appointed:—

For Philadelphia—Rev. Dr. Edwards, Hon. J. Pollock, Rev. Mr. Price, Rev. Dr. Newton, Rev. Mr. Longacre, Rev. Drs. Eddy and Bomberger, Rev. Mr. Krotel, Rev. S. O. Wylie, Rev. J. H. Suydam, and Rev. J. G. Butler.

For New York—Rev. Dr. Vinton, Rev. J. R. W. Sloane, Professor McIlvaine, Rev. Dr. John N. McLeod, Professor Martin, Rev. Dr. James Harper, and Rev Dr. McClintock.

For Pittsburg—Rev. Drs. James Pressley, T. Sproull, Douglass, Elliott, Rev. G. S. Chase, Rev. Dr. Page, and Rev. S. T. Stewart.

For Hartford, Connecticut—Rev. Dr. Bushnell.

For St. Louis—Hon. B. Gratz Brown.

This association failed in the object of its meeting in consequence of the slim attendance of delegates from the different cities of the North and West.

City Mortality.—During the past six months, including two days of the present month, the mortality in this city has been as follows:—

Months.	Total Deaths.	Males.	Females.	Under 5 years.	Over 80 years.
January	1603	855	748	683	51
February	1404	804	[illegible]	544	51
March	1506	834	672	562	46
April	1765	944	821	666	55
May	1250	670	580	571	35
June	1525	876	659	612	21
	[illegible]	[illegible]	[illegible]	[illegible]	262

Of the whole number, 575 were soldiers. The deaths from consumption numbered 1177.

The following shows the proportion of deaths to each Ward, since January 1, 1864:—First Ward, 573; Second, 434; Third, 344; Fourth, 420; Fifth 363; Sixth, 217; Seventh, 539; Eighth, 264; Ninth, 246; Tenth, 312; Eleventh, 256; Twelfth, 191; Thirteenth, 221; Fourteenth, 259; Fifteenth, 517; Sixteenth, 270; Seventeenth, 398; Eighteenth, 347; Nineteenth, 583; Twentieth, 470; Twenty-first, 225; Twenty-second, 248; Twenty-third, 174; Twenty-fourth, 667; Twenty-fifth, 140; Unknown, 512.

Petition to the Secretary of War.—Last evening, at Sansom Street Hall, a mass meeting of the Working women's Association was held in the presence of a large audience. The object of this Association is to obtain through an address to the Secretary of War a fixed price for every different article made at the Arsenal, and at the same time making it obligatory upon the contractors receiving work from that depot to pay the same prices. Eloquent addresses in behalf of the Association were made by Revs. John Chambers, Moore, and Mrs. Mary Pratt.

The Secretary of this Association will be permanently at the Rooms of the Association, and receive a salary. The Treasurer is Judge Lewis, who, however, is not a member of the body.

New Square.—A communication was received in Councils yesterday, from citizens of the Twelfth Ward, informing that body that residents of that Ward, together with the Baptist and Episcopal Churches, had purchased the lot of ground bounded by Buttonwood and Fifth streets and York avenue, and now give it to the city to be enclosed by railing, to be embellished, and to be called "Union Square." In the same connection, Mr. Nicholson introduced an ordinance accepting the lot and appropriating $3000 for its improvement. The ordinance passed both branches.

Commencement.—Yesterday afternoon, the Commencement Exercises of the Academy of the Sacred Heart, Eden Hall, Torresdale, Pa., took place in the presence of the pupils and their parents, together with a large number of invited guests. Right Rev. Bishop Wood was among the eminent gentlemen present. The programme for the occasion consisted of declamations in French and English, music, French dramatic recitations, etc., in all of which the pupils acquitted themselves with marked ability.

Auction Sale.—At ten o'clock to-morrow morning, a large number of marble-top and other tables, together with some windsor chairs, will be sold at the Restaurant Department of the Fair. With the exception of the disposition of the lumber, of which the building is composed, this will be the last of the auction sales.

Narrow Escape.—A ball which was discharged from a pistol last evening, at ten o'clock, in the rear of the Union League rooms, passed through one of the second story windows of that building, and came very near striking a lady seated there. Upon inquiry it was ascertained that the pistol had been fired at a cat.

Astray.—An old lady, named Ann McClintock, was found wandering through the streets last evening, being very feeble and unable to find her home. She was taken to the Spring Garden Hall.

Celebrations of the Fourth.—At various places throughout the country on Monday last the people put to the best use the talent and refreshments so often wasted on the Fourth, by arranging that the proceeds should be for the benefit of the United States Christian Commission. Among other places thus celebrating the day was Absecom, on the line of the Camden and Atlantic Railroad. Rev. Dr. Bomberger, of the German Reformed Church of this city, delivered an oration, and the day passed off very pleasantly, and will materially aid the Treasury of the Commission to the extent of about one thousand dollars. A very spirited meeting was held in Lambertville, N. J., on the same day. Ex-Governor Pollock and Rev. A. G. McAuley, of this city, both made addresses, and the Ladies' Aid Society of that patriotic place have raised a very handsome sum to send to the Commission.

In Rome, New York, the Fourth was celebrated by a grand festival. Three very large gatherings were addressed in Central Park in the morning, afternoon, and evening. The speakers were Hon. A. H. Bailey, Rev. F. H. Beck, Dr. Rice, and Rev. C. P. Lyford, the latter of whom our citizens have heard on several occasions. A large amount of money was realized. This is a practical way of turning to best account the celebration of the day, which strikes us as eminently proper and patriotic.

The following suggestive and simple note was received by Mr. Stuart, at the rooms of the Commission, yesterday:—

Toledo, July 5, 1864.—Mr. Stuart:—This money which you find inclosed is what our parents gave us to spend on the Fourth of July; but we thought that we had rather save it and send it to the Christian Commission for the soldiers. Please buy comfort for some poor soldier. We send two dollars.

Ortha Parmelee, Fannie Waggoner,
Jessie Parmelee, Ella Waggoner.

"Please buy comfort." Let us hope that it may "buy comfort," not only for the present, but forevermore.

Death of an Actor.—Mr. Charles J. Foster, well known to all the theatre-goers of this city, died at his residence in St. Louis, on Sunday morning last, from the effects of *coup de soleil*, in the 38th year of his age. The St. Louis *Union* gives the following particulars of his death:—"He was a member of Company H, 8th E. M. M., and on Thursday, while the regiment was returning from parade, he was prostrated opposite Parson & Co.'s flag store, on Fourth street. He was taken into the store and kindly cared for by the Messrs. Parsons until morning, when he was transferred to his residence, from which he never emerged alive.

"Mr. Foster was born in London in 1827, and was brought to this country by his father, himself a leading actor, when quite a child. His father became manager of Welch's National Theatre, Philadelphia, and subsequently of the National Theatre, Pittsburg, and the Front Street Theatre, Baltimore. Under the tuition of his father, Charles made great proficiency, and became a leading actor, playing with great success the part of 'Mazeppa' in New York, Baltimore, and Pittsburg. With a splendid reputation he came from the latter city to St. Louis about nine months since, and made an engagement at the Varieties. He was a man of genial temperament, unbounded liberality, and of no ordinary genius as an actor; and during his short stay in the city won the esteem and admiration of a host of friends, who will keenly mourn his loss."

Philadelphia School of Design.—We learn that collections have been made to within eight thousand dollars of the sum required for the erection of the new School of Design for Women. The present institution is in Chesnut street, opposite the Mint, and the new building proposed to be erected will be located in Filbert street, west of Broad. The directors, we understand, will not commence the new and much needed improvement until the whole amount required for its construction has been received. There is no reason why the work should not be commenced at once. The present building is not at all suited to the purposes of the school, and there should be no further delay.

The remaining $8000 required to complete the new structure would be more readily obtained if the work was at once commenced, as our citizens are too liberal to allow such an enterprize to fall through for the want of a few dollars. The new building proposed to be erected will be one of the finest of its kind, and will be quite an improvement to the neighborhood wherein it will be located. The School of Design for Women has been gaining ground each year, until it now occupies a position, so far as progress is concerned, secured to no other literary institution in the city or State.

Held to Answer.—This morning Henry Stauffer, was held, in default of $1000 bail, by Alderman Plankington, upon the charge of abusing his family. The accused was drunk at the time the offense was committed.

Local Brevities.—The corner-stone of the Arch street M. E. Church, Arch and Broad streets, was laid yesterday afternoon, with appropriate ceremonies. Addresses were delivered by Bishops Janes and Simpson and Dr. Darbin.....Charles Chew has been committed to answer the charge of passing counterfeit fractional currency.....The Union City Passenger Railway broke ground yesterday at its southern termination, Federal and Front streets, and the line will run to Fairmount.....Joseph Eaton had one of his hands badly bruised yesterday at Dolby's Mills, by one of the circular saws.....Dr. Brainerd, the pastor of the Pine street Presbyterian Church, has been presented with $1400 as a testimonial of regard by his people. His wife was also presented with a set of silver.....The following is the detail of the court-martial now in session in this city:—Colonel James Gwynne, President; Captains Murphy and Dunbar, Lieutenants Goebel, Woodward, and Bond, and Captain Charles Percy Clarke, Judge Advocate.

Great Central Clothing House, Sixth and Market.
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Wanamaker & Brown, Oak Hall.

Strangers in the city visiting the Great Central Fair, and citizens generally, will find the best clothing and the most reasonable prices at WANAMAKER & BROWN'S OAK HALL, S E corner Sixth and Market streets.

Hats.—Straw and soft hats, most fashionable styles, at Lang & Co.'s, Sixth and Chesnut streets.

Married.

STEINMETZ—IRWIN.—On the 7th inst., at St. John's E. L. Church, by the Rev Charles P Krauth, L. H. STEINMETZ to MARY E., youngest daughter of Samuel Irwin, Esq., all of Philadelphia.

WATSON—AUSTIN.—On Tuesday, the 5th inst., at St. Mark's Church, by the Rev Edward A. Washburn, GOODWIN WATSON, of New York city, to ANNIE L., daughter of Samuel H. Austin, Esq., of Philadelphia.

Died.

BAGGS.—On the 5th instant, HENRY BAGGS, in the 55th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral from his late residence, Bradford street, sixth door above Huntingdon, on Saturday afternoon next, at 1 o'clock. To proceed to Franklin Cemetery.

BARRINGTON.—July 7, EMILY BARTH, wife of Andrew Jackson Barrington, in the 55th year of her age. *

MARSH.—On the 22d of June, while the enemy were charging on our works near Petersburg, Virginia, EDWARD M. MARSH, of Company D (Baxter's Fire Zouaves), 72d Regiment, P. V., in the 34th year of his age.

MILLER.—On the 5th instant, Mrs. ELIZABETH B. MILLER, widow of the late Peter Miller, formerly of Montgomery county, Pa., aged 74 years.

The friends of the family are respectfully invited to attend the funeral, from her late residence, 525 Coates street, on Saturday afternoon at 3 o'clock. To proceed to Laurel Hill Cemetery.

MYERS.—July 7, Mrs. EMELINE MYERS, in the 40th year of her age.

The relatives and friends of the family are respectfully invited to attend her funeral, from her late residence, No. 265 Plum street, Camden, N. J., on Monday, July 11, at 2 o'clock P. M.

NICHOLSON.—Of consumption, July 7, WILLIAM BERNARD NICHOLSON, son of John and the late Mary Ann Nicholson, aged 20 years.

The friends of the family are respectfully invited to attend the funeral, from his late residence, No. 1208 Fulton street, at 1 o'clock on Sunday afternoon. To proceed to the Cathedral Cemetery.

PALMER.—On Sixth day, Seventh month, GEORGE PALMER, in the 45th year of his age.

The relatives and friends of the family are requested to attend his funeral, from the residence of his mother, at Radnor, Delaware county, Pa., on First day morning at 10 o'clock, without further notice.

POMEROY.—Killed on the 24th of June, while charging the Rebels at Roanoke Bridge, GEORGE W. T. POMEROY, of Company D, 5th Pennsylvania Cavalry, son of James T. and C. D. Pomeroy, aged 18 years.

I. E. WALRAVEN,

SUCCESSOR TO W. H. CARRYL,

MASONIC HALL,

No. 719 CHESNUT Street.

WINDOW SHADES,

CURTAINS,

AND

MOSQUITO NETTINGS.

BUSINESS ITEMS.

Fine Quality Champagnes. Messrs. Davis & Richards, Arch and Tenth Streets, Have just received a Fresh Importation of Charles Heidsieck, Piper Heidsieck, Madam Clicquot, Green Seal, Mumm & Co., Toucher, And other superior brands of Champagnes.

Iron Safes.—Keep it before the Philadelphia public, that Lillie's so-called Burglar-Proof Safes, manufactured in Troy, New York, can be opened without noise by drilling one small hole just over the centre of the lock dial and using a small wire. Any of his Safes can, by this method, be opened in one minute after the hole has been drilled. Said hole can be drilled in from quarter, half, or two hours' time. There is no Safe of his make in use June 1, 1864, which cannot be drilled and opened in this manner.

Parties interested are referred to my Challenge to Lillie, and other facts relative to his Safes, published in the "North American," June 21, 1864, and "Sunday Dispatch," June 19, 1864.

Notwithstanding the positive assurances given by Mr. Lillie to the public that his Safes are drill-proof, persons desiring to be convinced have only to call at Evans & Watson's Salamander Safe Store, No. 16 S. Fourth street, where the operation of drilling and opening will be done in their presence every morning at 10 o'clock, until the public are satisfied that his Safes can be drilled and opened without making any noise.

DAVID EVANS, Of the Firm of Evans & Watson.

LILLIE'S

CHILLED IRON SAFE,

VS.

DAVID EVANS,

OF THE FIRM OF

EVANS & WATSON'S

SHEET IRON SAFE.

The "Irrepressible Conflict" Still Progressing

To the Citizens of Philadelphia:—

Agreeably to previous notice, I shall now review the personalities and other outside matter as contained in the article headed "Philadelphia Against the World," and signed by David Evans.

As the thief, when hard pushed, is the first to cry "*stop thief*," so is the man who has *vilified*, *traduced*, and wrongfully accused his neighbor, the first to *cry villain*, and to claim the people's sympathy.

The first prominent point in this article is the writer's very modest pretensions.

He assumes to be Philadelphia *merely*, and to stand against the world *only*—extremely *modest*, surely. This point (having been replied to by Messrs. Lillie & Son) I pass over by simply saying that it is *easy* to show that Lillie & Son are much the largest patrons of this city and State of any Safe Manufacturer in the United States, as they use so much more material than any other—the product of this State.

The next point to be noticed is the writer's call on his Philadelphia friends to read an extract from The Evening Telegraph of April 16, 1864, which shows some of the different ways the common safe is opened. Now, if the reader will refer to the article in The Evening Telegraph of the 16th, he will find it there stated particularly that these ways were of common occurrence, and that they were known to burglars; and I now say the different ways pointed out were at the time well known to burglars, and had been previously published to the world.

But it seems to suit the writer's case to leave out these facts in his release. He adopts the principle that the play of *Hamlet* must be written, even though it be necessary to leave out "Hamlet." Desperate *ends* require desperate *means*, and it is evident the thief's tutor does not like to stand alone. I can, however, offer him this consolation, that notwithstanding the disposition he has shown in every way to aid the thief, he has met with but ill success.

I do not believe he can find a burglar in the country that would even thank him for all his efforts; for every professional burglar knows that if he can get a hole into a Safe lock he is all right; and unless the writer can learn the burglar how to drill chilled iron, which I very much doubt, his occupation is gone.

The next point which I notice is the very grave question put by the writer, whether it is not easier to drill one small hole through Lillie's Chilled Iron Door than twenty holes through the common Sheet Iron Door!

The reader will ask any disinterested iron-worker whether he can not drill even twenty small holes through one-sixteenth to one-eighth inch sheet iron much easier than to drill one hole through one-and-a-half to two inches solid chilled iron, and let him answer the question.

The next point which the writer alleges as the cause of the controversy:—

That Lillie's agent, among others, called at the Consolidation Bank on Mr W. H. Rhawn, cashier, Allentown, and the Treasurer of the West Chester Railroad, saying to the latter he could break into his bank and burglar proof safe in five minutes; and to the two former, that he could pick their locks, made by Evans & Watson, in five minutes.

Now, I am the sole responsible agent of this city for Lillie's Safes, and I pronounce the above statements absolutely false so far as it applies to myself, as I am not aware that I have had any conversation with either of the two latter parties on the subject of safes at all, and I have never made any such statements, as are alleged, to the former or any other person. But I take the full responsibility as to all that is published in The Telegraph of April 16, 1864, (which can be examined in my possession at my Depot, at any time,) as the article was taken from that,) and I am prepared to sustain every point there made to the satisfaction of any disinterested person.

Thus have I reviewed the prominent points in this article, and the writer's reasons for his unreasonable attack upon Lillie's Safes are found to be mere pretence, and without the slightest foundation. The real cause will be found in a short review of the safe history in Philadelphia. It is a fact well understood, that the writer has realized a fortune in the last [illegible] years by making Safes of the lightest material, with the cheapest lock, and in every way got up in the cheapest manner, and filled mainly with red clay (which costs nothing), to give them the appearance of weight and solidity, and that he has sold these Safes at very high prices, making an extravagant profit.

It is a fact also well understood, that within the last three years Lillie's Chilled Iron Safe has been largely introduced in this city and State, and the simple fact that intelligent men have preferred a safe that had one and a half to two inches thickness of chilled iron, being a safe drill-proof, with a thorough burglar-proof lock, to a safe that had one-sixteenth to one-twelfth of an inch thickness of sheet iron, with the cheapest common lock, and not burglar-proof at all, especially when the former cost only about the same price as the latter.

How does the writer attempt to remedy this difficulty? Not by improving his own safe, but by an attempt to discredit Lillie's. How does he do this? He first publicly announces that Lillie's Safe is neither fire nor burglar-proof, and republishes an array of false statements first published by other safe makers, which he knew at the time had been publicly proven to be false. Second, he succeeded to dupe a house who had one of Lillie's Safes by similar false representations, to exchange a Lillie's Safe for Evans & Watson's, by giving them a Safe he asked near $300 for, in exchange for Lillie's, which cost $175; and since about the 1st of January last, I am told he has spent much of his time in the attempt to disfigure the Safe in every way: first by sledging, then by grinding holes through it (having discovered that it had not the usual hardness). As to the Lock, he *first* claimed it was an infringement upon Evans & Watson's Alphabetical Lock, but as that was not patented it was no go; and lastly, to discredit the Lock he shows that the combination of the Lock can be picked up from the outside if a hole can be got through the door in the right place, a *wonderful discovery*, which has been fully answered. Now, why resort to all this contemptible meanness? Why not come out fairly and squarely and have Evans & Watson's Safe placed alongside of Lillie's, and have them fairly tested, both as to their fire and their burglar-proof qualities, as he has been challenged to do often? The reason is plain. The writer knows that it will not do to place 1-16 to 1-12th of an inch thickness of sheet iron against 1½ to 2 inch thickness of hard chilled iron, to stand either fire or the burglar, and "that's what's the matter."

M. C. SADLER, Agent, No. 21 South SEVENTH Street.

P. S.—The public test of Safes that was expected to come off last week is unavoidably postponed for a week or two. The article in the *Sunday Dispatch* of the 3d of July will be answered in my next. M. C. S., Agent.

Steck & Co.'s Pianos.—

STECK & CO.'S PIANOS. MASON & HAMLIN'S CABINET ORGANS. STECK & CO.'S PIANOS. J. E. GOULD, Seventh and Chesnut streets.

Notice.—Treasury Department, July 2, 1864.—The notice for proposals for Loan dated 25th of June, 1864, for thirty-three millions of dollars ($33,000,000), being the amount of unaccepted offers under the notice dated the sixth (6th) of June, is hereby withdrawn, and all proposals received at this Department will be immediately returned to the offerers, with the proper order upon which the two per cent. deposit will be refunded.

GEO. HARRINGTON, Secretary of the Treasury ad interim.

E. G. Whitman & Co., Manufacturers of New and Delicious Confections, Almond Paste, Chocolate, Caramels, Creams La Mode de Paris, exquisitely flavored. Roasted Jordan Almonds, &c., &c. No. 316 Chesnut street, below Fourth.

GROVER'S CHESNUT STREET THEATRE.—MONDAY, July 4, 1864. IMPORTANT NOTICE. Preparations for the great spectacle of ALADDIN; OR, THE WONDERFUL LAMP, which are now being made, will necessitate the CLOSING OF THE THEATRE for a short time, as many important changes in the machinery of the stage are to be made; consequently there will be no performance until the great spectacle is produced, which is expected to surpass any previous production of the kind ever witnessed in America. During the close the Theatre will be thoroughly renovated. jy4

ANNUAL EXCURSION OF THE YOUNG Men's Christian Association to ATLANTIC CITY, FRIDAY July 15, 1864. Tickets, $1.50; can be procured at Ashmead & Evans, 724 Chesnut street; at the Rooms of the Association 1009 and 1011 Chesnut street, and at the wharf on the morning of the excursion. Last boat leaves Vine street wharf at 6 o'clock A. M., precisely. jy8 6t*

DELIGHTFUL EXCURSIONS ON THE RIVER SCHUYLKILL. The Steamboat GENERAL HOOKER, Captain MARKLEY, leaves Fairmount every hour for Schuylkill Heights, Laurel Hill, Belmont Cottage, the Falls and Wissahickon. jy1-6t

WANTS.

A SUBSTITUTE WANTED FOR AN enrolled citizen. Apply to No. 231 S. THIRD Street. jy7-3t*

WANTED, WITH IMMEDIATE POSsession, an Office suitable for an Insurance Company, situate between Second, and Sixth and Walnut and Chesnut streets. Apply to Box No. 1092, Philadelphia Post Office. jy7-3t*

FIRST-CLASS SERVANTS—LARGE NEW York Branch Employment House of capable, civil servants, men, women, girls, &c., for families, hotels, stores, &c., for city and country. Conducted by responsible parties. No. 735 SANSOM Street, near Eighth. Also good situations every day to suit all. je30-6t*

FOR SALE AND TO LET.

CAPE ISLAND, CAPE MAY COTTAGE TO LET, Furnished. Address C. C. M., Telegraph Office. It*

WANTED TO RENT for two or more years, a FURNISHED HOUSE. Address, D. P. O., this office. jy6-4t*

COUNTRY SEAT FOR SALE.—A splendid country Residence, with all modern conveniences and two acres of ground, half a mile from Kennett Square, and adjoining elegant mansion of Bayard Taylor. It will be sold at great sacrifice by creditors. Railroad and telegraph within fifteen minutes' ride. Apply to U. H. PAINTER, or W. B. WADDELL, Esq., West Chester, Pa., or JACOB HUEY, Hamorton, Penna. jy4

FOR SALE.—$50,000 WORTH IN GOOD Houses, large and small, on terms to suit purchasers, either with or without incumbrance, for cash and good trade. Inquire of, from 10 to 12 o'clock, A. M. THOS. M. FLOWMAN No. 207 S. FOURTH Street.

$500 REWARD.—THE BOARD OF Presidents of the City Passenger Railways offers a premium of Five Hundred Dollars for a plan, to be approved by a Committee of the Board, for the prevention of injury to persons by the running of the cars of the City Railways. For particulars, inquire of HENRY CROSKEY, Secretary, DELAWARE Avenue, below Green street. jy7-3t*

LOST.—CERTIFICATE NO. 13, DATED July 15, 1862, for one share of the Capital Stock of the Second and Third Streets Passenger Railway Company, in the name of M. H. Bailey. As application has been made to the Company for a new Certificate, the finder will please return the same to the office of the Company, or to ROBT F. TAYLOR. je30-fm12t*

IMPORTED WINES, BRANDIES, ETC.

The subscriber informs the public that he is disposing of his large and well selected stock of

OLD BRANDY, GIN, PORT WINE, SHERRY AND MADEIRA WINES,

At much lower prices than they can be imported for. These are from the old stock on hand. Purchasers would do well to call at

HENRY HUDDY'S, Wholesale Wine and Liquor Store, No. 145 N. SECOND Street, below Race, Philadelphia. jy8-1m

OIL CLOTHS OF EVERY VARIETY, manufactured and for sale by BREWSTER HAVILL & CO., No. 208 DOCK Street, Philad. jy8-1m*

NEPTUNE HOUSE,

ATLANTIC CITY.

JOHN SMICK,

PROPRIETOR.

This favorite house, which is most delightfully situated, near the beach, has been newly repapered, repainted, and thoroughly regenerated, and is now open for the reception of guests, offering the comforts of a home, combined with all the luxuries of the season.

Terms moderate. jy8-1m

EXPLOSIONS.—LET EVERY MAN WHO owns a Steam Boiler read this notice. Ashcroft's Low Water Detector never fails to give from one-half to two hours' warning, as desired, that the water is getting low in the boiler, and that danger is approaching. The instrument requires no care, and is warranted in every instance.

Also, Steam and Water Gauges, with Scotch glass tubes, self-cleansing gauge-cocks, &c.

Send for circular containing Philadelphia letters and circulars. AUGUSTUS S. BATTLES, No. 24 N. SIXTH Street. jy8-1m

THE SUBSCRIBERS HAVE ASSOCIATED themselves together under the firm of BOLTON, DYKEMAN & CO., and will continue the Car Building Business in all its branches, at the old establishment, corner TWENTY-FIRST and HAMILTON Streets. JOSEPH R. BOLTON, GEORGE R. DYKEMAN, G. W. CHILDS. jy1-1m*

PROPOSALS FOR STEAM FIRE ENGINES.

ORDNANCE OFFICE, WAR DEPARTMENT, WASHINGTON, D. C., July 2, 1864.

Sealed Proposals will be received at this office until MONDAY, the 25th day of July, 1864, at 4 o'clock P. M., to furnish

Six (6) second or third class Steam Fire Engines, of perfect suction power, complete in all parts, with all the modern improvements combined, to be drawn by hand power, the weight not to exceed 4500 pounds when ready for service. The diameter of the reciprocating steam force pump to be about 4½ inches, capable of forcing one (1) stream of water from a 1¼ inch nozzle averaging from 240 to 275 feet, and two (2) streams from a ⅞ inch nozzle averaging from 175 to 200 feet. These engines are to be supplied with tenders and those parts of approved construction, with all the necessary fixtures. They are to be subjected to a rigid inspection by a United States inspector, and are not to be received or paid for until they have been thoroughly tried with a full head of steam under his directions.

GUARANTEE.

The bidder will be required to accompany his proposition with a guarantee signed by two responsible persons, that, in case his bid is accepted, he will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to deliver the article proposed in conformity with the terms of this advertisement; and in case the said bidder should fail to enter into the contract, they to make good the difference between the offer of said bidder and the next responsible bidder, or the person to whom the contract may be awarded.

The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney.

Bonds in a sum equal to the amount of the contract, signed by the contractor and both of his guarantors, will be required of the successful bidder or bidders upon signing the contract.

FORM OF GUARANTEE.

We, the undersigned, residents of ——, in the county of ——, and State of ——, hereby jointly and severally covenant with the United States, and guarantee in case the foregoing bid of —— be accepted, that he or they will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to furnish the articles proposed in conformity with the terms of this advertisement, dated July 2, 1864, under which the bid was made; and, in case the said —— shall fail to enter into a contract as aforesaid, we guarantee to make good the difference between the offer of the said —— and the next lowest responsible bidder, or the person to whom the contract may be awarded.

Witness: { Given under our hands and seals, this —— day of ——, 186—. [Seal.] [Seal.]

To this guarantee must be appended the official certificate above mentioned.

These Engines are to be delivered at the place of manufacture. Upon the award being made the successful bidder will be notified, and furnished with forms of contract and bond. The Department reserves the right to reject any or all bids, if not deemed satisfactory.

Proposals will be addressed to "Brigadier-General George D. Ramsay, Chief of Ordnance, Washington, D. C.," and will be endorsed "Proposals for Steam Fire Engines."

GEO. D. RAMSAY, Brigadier-General, Chief of Ordnance. jy8 fmw125

STURGES & FROST, No. 9 MECHANIC Street, Newark, N. J., want first-class Agents in all parts of the United States to sell their Patent Governor. Address as above, with two and three cent stamps, for circular and terms. Agents clear $10 per day. je30-thstu1m

Evening Telegraph

FRIDAY, JULY 8, 1864.

SPIRIT OF THE NEW YORK PRESS.

Leading Editorials from the New York Papers This Morning.

THE MARYLAND RAID.

From the Times.

We publish this morning a variety of reports, by telegraph and by mail, purporting to supply some details of the progress of the Rebel raid on the Upper Potomac. The most direct and apparently authentic of these reports represents the Rebels in considerable force near Frederick City. Five miles from that place an engagement or skirmish took place yesterday, and late reports represent the Rebels as being within one mile of the town, where General Wallace is said to have checked their progress—the sick and the Government stores, meanwhile, having been removed to avoid capture.

Apart from this report, however, the stories received by telegraph are sufficiently conflicting to bewilder any one seeking intelligible information. The only way in which we could expect to be furnished with trustworthy *detailed* intelligence is, for the moment, closed against us. The telegraph wires are either cut or in possession of the Rebels both east and west of Maryland Heights, where General Sigel has posted himself; and the opportunity that officer has of watching the enemy's movements is practically lost, so far as enabling the military authorities or the general public to judge of the real nature of the emergency.

We assume, however, from all that is yet reported, that General Sigel holds Maryland Heights without difficulty, and that, even if Hunter is not already close upon the rear of the Rebel raiders, there is no danger of any disaster to the force under Sigel's command. The position is one of no common natural strength, and it would not be worth while for Ewell or Early, or whoever commands the Rebel army, to waste time and strength in assailing it.

From the accounts before us we can form, as yet, only a vague conjecture as to the numerical strength of the invading army. The more sober statements place it at 7000 cavalry and infantry. The sensational reports fix it at from 30,000 to 40,000. The readiest way to bring these figures to a common sense test is to ask what the Rebels—they may be many or few—have been about since Saturday last?

All accounts agree that they have been plundering indiscriminately at every point they have touched; that they have shown almost a total disregard of everything like regular army discipline, such as even marked their former raids; and, beyond all, that they have been seen driving large herds of horses and cattle across the river above and around Hagerstown, toward the entrance of the Shenandoah Valley.

All this certainly goes to prove anything but the presence of a large and thoroughly organized corps of regulars. Or at least it would seem to prove anything but a deliberate scheme of invasion, having any higher object than the recruitment of a used-up cavalry division or two, and the procurement of food and clothing for a few thousand of the starving ragamuffins who were sent in pursuit of Hunter.

At Washington, reports of the rapid advance of Hunter towards the Rebel rear appear to be fully credited. On what foundation these reports rest we find it utterly impossible to divine. They may be thoroughly trustworthy, but we are not disposed to be sanguine about it. The chances seem at the moment not unfavorable for Early's escape whenever he pleases to go, with a very considerable amount of plunder, as it is open to him, we should judge, to take whichever side of the Blue Ridge may seem most advantageous in his retreat.

GOLD AT 270.

From the Tribune.

Governor Chase, the horror of red-dog bankers, is out of the Treasury, and Mr. Fessenden, whom everybody speaks well of, reigns in his stead. Congress was fairly bullied and cajoled into repealing the righteous and wholesome act which prohibited betting on future differences in market value between gold and greenbacks; the Alabama is destroyed; and the military situation is more hopeful than it has previously been since Bull Run; yet the premium on gold rose yesterday to 170!

What have the Mokannas, who attributed the rise of gold two weeks since to Mr. Chase and the Gold bill, to say for themselves? Where shall they hide from the prompt and thorough exposure of their ignorance and their charlatanism? Grant is thundering at the gates of Richmond; Sherman at those of Atlanta; Canby has probably struck another heavy blow at the Southwest; the Rebellion is visibly on its last legs, and tottering at that; yet gold goes up like a balloon; so that $4000 of it will buy more than $10,000 of United States Six Per Cents, payable principal and interest, in coin!

The business of the country is all but fatally deranged; all nominal values are so inflated and unsettled that no one knows what to ask nor how to trade; the laboring class are stinted in spite of ample work and large wages; and there is danger of social convulsion from the artful, inflammatory incitements addressed to ignorance by treason. Our bankers and capitalists evince neither foresight nor courage; avarice and gambling, engineered by disloyalty, ride the whirlwind and direct the storm; every necessary of life grows hourly dearer; and the congregated traitors from St. Louis, Baltimore, New Orleans, Memphis, Louisville, Nashville, &c., &c., who burrow in this city, and here scheme and struggle to paralyze the raised right arm of the nation, in the interest of the Slaveholders' Rebellion, will soon be whispering to the working classes that the inflation of prices which they have done and dared everything to produce, is the work of those whom it threatens to destroy, and who are doing all they know to resist and repel it.

Courage, countrymen! This is the darkness that precedes the dawn! Yet a little while, and men will hardly realize that it could ever have been.

OBITUARY.

William Frederick Charles I., King of Wurtemberg.

We are called upon to chronicle the death of another of the lesser lights of European royalty. William Frederick Charles I., second King of Wurtemberg, has laid down his life and kingly honors at Stuttgart, after a peaceful and prosperous reign of forty-eight years. He was born in 1781, and was, consequently, eighty-three years of age at the time of his death. His father was the first King of Wurtemberg, which former duchy was elevated into an electorate, and then into a kingdom by Napoleon I.

He has been twice married—once to a daughter of the Emperor Paul, of Russia, and in 1820 to his cousin, Princess Pauline Theresa. He has had six children—two daughters by his first wife, one of whom is now Queen of Holland, and a son and three daughters by his second wife. This son, Charles Frederick Alexander, succeeds his father on the throne. He is now forty-one years of age, is a brother-in-law of the Emperor Alexander of Russia, and, it is believed, will make a good king.

Such, indeed, was his father, who, while he had little opportunity to distinguish himself in the political affairs in Europe—since his reign was one of uninterrupted peace—yet has left one memento of a sound head and kind heart—the granting to his people a Constitution securing to them most important civil rights, not the least of which is perfect freedom in religious opinion.

General George P. Morris.

George P. Morris died at his residence in New York, yesterday afternoon at one o'clock, aged sixty-two years. By his death not alone the lovers of lyrical poetry are bereaved of the services of one who has ministered to their enjoyment during a period of nearly half a century, but a host of warm personal friends, who have loved the man not less than the poet, are called to mourn. Mr. Morris was born in Philadelphia, October 10, 1802. At an early age he removed to New York, where he commenced his literary career by writing for the journals, particularly the New York *Gazette* and the *American*, to the first of which he contributed verses as early as his fifteenth year. In August, 1833, in conjunction with Samuel Woodworth, he commenced the publication of the New York *Mirror*, which was discontinued December 31, 1842, under the financial disasters of the times. In 1843 Mr. Morris associated himself with Mr. Willis in the publication of the *New Mirror*, and in 1844 established the *Evening Mirror*, a daily paper.

At the close of 1845 he commenced alone a weekly journal called the *National Press*, the title of which was in November, 1846, changed to that of the *Home Journal*, since which time it has been conducted by himself and Mr. Willis. As a song writer, however, rather than a journalist, Mr. Morris has acquired his chief reputation. Of his "Woodman, Spare that Tree," several millions of copies are said to have been circulated. In 1853 Mr. Morris also published a volume entitled "The Deserted Bride and other Poems," and he has edited a volume of "American Melodies," consisting of songs by upwards of 200 American writers, and, in conjunction with Mr. Willis, the "Prose and Poetry of Europe and America." In 1837 he produced a successful drama, founded on incidents in the American Revolution, entitled *Briercliff*, and in 1842 he wrote the libretto of *The Maid of Saxony*, an opera set to music by Charles E. Horn. He has also published a volume of prose sketches, entitled "The Little Frenchman and his Water Lots" (1838). Mr. Morris has resided for many years at Undercliff, a country seat on the Hudson river, nearly opposite West Point, and has been Brigadier-General in the New York State militia.

ATLANTIC CITY—SEASON OF 1864.

A two hours' ride on the Camden and Atlantic Railroad takes us to the far-famed "City by the Sea." Mr. John G. Bryant is the efficient and courteous agent of the road, which is a complete success already, and the ride is rendered as pleasant as any that may be obtained by rail. The heated term is now settled upon us, when people delight to escape for a while the heat of "bricks and mortar." The advertising columns of the papers are carefully scanned in search of indexes pointing to the most convenient, admirable, and healthy places of resort.

The seashore, during the heated term, is always in order. There is healing in the wings of the wind as they come fluttering from the undulating bosom of the broad Atlantic. The salinous quality of the pure breeze inhaled, adds vigor to the lungs, imparts a new and healthful glow to the blood, strengthens the muscle of fresh air humanity, blows rheumatic twinges from the frame-work thereof, and drives disease in its various forms away. There are always scenes to delight the eye, and thus divert attention from the trials, troubles, and cares of city life.

All these, combined with healthful spirits and pastimes, such as carriage riding, good living and drinking, old ale, pure whisky, standard Cognacs and Otard, sparkling champagne or Catawba, sherry cobblers, milk punches, form the gay hours of seashore life, and win a man's affection and love for the world we live in.

We cannot do our readers a greater favor at this time than to give them a complete directory of the admirable "houses of hospitality" to be found at Atlantic City.

CONGRESS HALL.—This house, which is fully equal to any on the island, and stands nearest to the surf, is kept by G. W. Hinkle, and is situated at the corner of Massachusetts and Pacific avenues. Mr. Hinkle is a gentleman who, as a public purveyor, has long since inscribed his name on the roll of fame. At least his many friends have done it for him. The Hall, under his management, is one of the most agreeable and pleasant places on the island. Mr. Hinkle is always about, catering for the luxuries of the sea as well as land, to be served in that style which cannot fail to satisfy the most luxurious taste. The comforts of home are as nearly reached at this house, in connection with the luxuries of the period, as is possible in the city.

UNITED STATES HOTEL.—This celebrated rendezvous puts in a heavy claim upon the public this season. In addition to improved culinary and other arrangements, Hassler's band has been engaged for the summer, and will attend to the dancing hall, serenades, &c. The beach near the hotel is now safer and better than ever for bathing purposes. The proprietors, Messrs. Brown & Woelpper, are the most courteous and urbane of hosts, and will do everything that may conduce to the happiness and comfort of their guests.

EXCHANGE HOTEL.—George Hayday, who is known to every one who is not *himself unknown*, is "ye jolly host." His hotel has a home-like comfort about it which cannot fail to charm the sojourner who desires the luxuries of a good dinner. George is a pleasant every-day man, such as the wayworn traveler would delight to meet. That genial smile he has for everybody; his extended hand of friendship to welcome the health-seekers as they alight from the cars; and his proverbial kindness, have won for him a fame he may well be proud of.

THE CONSTITUTION HOUSE.—This first-class house is kept by our well-known citizen, James J. Barr. This gentleman's name is identified with the growth and prosperity of the new city. He has improved his own "Constitution" as well as the "constitution of many others, who have submitted themselves to his treatment and care. He has proven to the world that even in Jersey good liquor can be obtained at Philadelphia prices. He pledges himself to make all his visitors comfortable and happy. What more could they wish?

COLUMBIA HOUSE.—It would be a remission on our part if we did not in this place introduce to the notice of the reader Edward Doyle, long and justly celebrated as a first-class caterer. He has the happy knack of imparting a good feeling to all his customers. By affability, care, and attention to business, he has won his way to popularity. Fame blows her magic trumpet for him from the house top of the Columbia as she smiles upon the Stars and Stripes ever floating there.

THE NEPTUNE.—This well-known house, which is so ably conducted by its proprietor, Mr. John Smick, is one of the best houses on the Island, and offers unusual facilities for the accommodation of families visiting the sea-side. Colonel Smick, assisted by the courteous Major Fury, have been long and favorably known as public purveyors, and this season they will prove to their friends that they deserve their patronage.

INTERESTING RELICS.—The Fall River (Mass.) *News* gives an interesting account of three valuable relics exhibited to the editors by Rev. Henry Bayliss, and belonging to that gentleman. One is a copper plate on which is engraved a £1 R. I. bill, of date 1750; another a book, the Confession of Faith adopted by the Elders and Messengers of the Churches of Boston, May 12, 1680; and the third an original portrait of Franklin by Robert Fulton. The *News* suggests that Boston or Philadelphia should own the portrait, Rhode Island the copper plate, and Harvard University the book.

A QUESTION FOR SEMMES.—Admiral Anson and some other Englishmen are contributing money to buy Semmes a new sword. A correspondent asks:—Why did not Semmes keep the one he had?

SPECIAL NOTICES.

OFFICE OF THE PHILADELPHIA and Gray's Ferry Passenger Railway Company, S. W. corner TWENTY-THIRD and SOUTH Streets. PHILADELPHIA, July 5, 1864.
The Board of Directors have this day declared a dividend of ONE DOLLAR AND FIFTY CENTS per share, on the full paid shares of this Company, clear of taxes, payable on and after the 18th inst., until which time the books will be closed.
Stockholders holding the old certificates, will oblige by having the same exchanged prior to the 18th inst., to enable the Treasurer to credit them with their share of the dividend.
JAS. McFADDEN, Jr., Secretary.

A MEETING OF THE DELEGATES from the Ward Bounty Fund Committees will be held on SATURDAY EVENING next, July 9, in District Court Room No. 2, at 8 o'clock. A general attendance is requested.
jy8-2t DANIEL STEINMETZ, President.

TELEGRAPH NOTICE.—THE SECOND NATIONAL BANK OF PHILADELPHIA, AT FRANKFORD.
We are gratified that, having effected an arrangement with the INDEPENDENT TELEGRAPH LINE, a telegraph line is now open to the Bank, for the accommodation of the public, connecting Frankford with all the telegraph points EAST, WEST, NORTH, AND SOUTH.
Dispatches sent and received at a rate so low that persons valuing time and money will find telegraphing cheaper than any other method of despatch.
WILLIAM H. SHAWN, Cashier.
[jy7-6t]
OFFICES.
No. 413 Chesnut street, No. 204 Walnut street, Merchants' Hotel. | No. 9 S. Third street, Merchants' Exchange, Second National Bank.

OFFICE CITIZENS' VOLUNTEER SUBSTITUTE COMMITTEE, S. E. corner WALNUT and SIXTH Streets, July 6, 1864.
The Citizens' Volunteer Substitute Committee proposes to assist in raising troops by aiding citizens in procuring substitutes and facilitating the payment of bounties, in the following manner:—
Enrolled citizens who desire to furnish substitutes in advance of the draft will pay the sum of four hundred dollars to the Treasurer, J. G. Rosengarten, Esq., S. E. corner Sixth and Walnut streets, receiving his acknowledgment that the money will be returned if a certificate of exemption is not procured, and giving to him a power of attorney, duly stamped, to collect the city bounty for the benefit of the substitute. The names of applicants will be registered in the order of their application, and certificates of exemption will be procured and furnished in that order. As soon as the certificate is obtained, the principal will be notified through the Post Office that it is ready for delivery on return of the Treasurer's receipt, when the duty of the Committee will cease.
The Committee has official assurance that the certificates which it will procure will exempt the principals for the term specified.
The Committee will also endeavor to procure representative recruits for citizens not enrolled, on payment of FOUR HUNDRED DOLLARS.
DANIEL STEINMETZ, Chairman.
J. I. CLARK HARE,
JOHN THOMPSON,
CLEMENT B. PENROSE,
J. G. ROSENGARTEN, Treasurer,
jy7-6t HENRY C. LEA, Secretary.

OFFICE OF THE FRANKFORD and Southwark Philadelphia City Passenger Railroad Company, BERKS Street, below Fourth.—Philadelphia, July 6, 1864.—The Board of Directors have this day declared a dividend of Three per cent. upon the Capital Stock of the Company, out of the earnings of the past six months, payable to the stockholders or their legal representatives, clear of all taxes, on and after the 18th inst.
The Transfer Books will be closed until 18th inst.
jy7-11t CHARLES E. ABBOTT, Secretary.

NOTICE.
THE FIRST NATIONAL BANK OF PHILADELPHIA,
Will transact Business at their
NEW BANKING HOUSE,
CORNER OF
CHESNUT AND FRANKLIN STREETS,
(North side of Chesnut, west of Third,)
ON AND AFTER
Tuesday, the 5th instant.
MORTON McMICHAEL, Jr.,
jy6-6t Cashier.

OFFICE OF THE PRESTON COAL and Improvement Company, No. 5 WILLING'S Alley, Philadelphia, June 15, 1864.—Dividend Notice.—The Board of Directors of the Preston Coal and Improvement Company have this day declared a Quarterly Dividend of Two and One-half Per Cent., from the net earnings, payable on the 5th day of July next, to parties whose names are registered as the holders on the books of the Company, at the close of business on the 30th day of June, instant. Transfer Books close on that day, and open on the 6th day of July. Dividends due stockholders in New York and Boston will be remitted by mail or express when requested.
HENRY D. MOORE, Secretary.

THE EXTRA VETERAN BOUNTY Fund Commission will meet on MONDAYS, WEDNESDAYS, and FRIDAYS, at 5 o'clock P. M., to receive applications, at No. 7 Goldsmiths' Hall, LIBRARY Street, immediately in the rear of the Post Office. Families interested will please call at that hour only.
E. D. SAUNDERS, Chairman.
EDWIN GREBLE,
JONATHAN BULLOCK,
G. W. SIMONS,
jy6-4t PAUL J. FIELD.

OFFICE UNION PASSENGER RAILway Company, No. 413 WALNUT Street, June 18, 1864.—The second instalment of Five Dollars on each share of the capital stock of the Union Passenger Railway Company, will be due and payable at the office of said Company on and after July 7, 1864. By order of the Board of Directors.
[je18-17t] W. H. KEMBLE, Secretary.

NOTICE IS HEREBY GIVEN THAT application will be made to the Board of School Controllers for the renewal of SCHOOL WARRANT, No. 309, dated March 8, 1864, in favor of A. REED, the same having been lost or stolen. jy6-3t*

DEAFNESS AND BLINDNESS.—J. Isaacs, M. D., Professor of the Eye and Ear, treats all diseases appertaining to the above-named members with the utmost success. Testimonials from the most reliable sources in the city and country can be seen at his Office, No. 511 PINE Street. Artificial Eyes inserted without pain. No charges made for examination. Office hours from 8 to 11 A. M., 2 to 7 P. M. No. 511 PINE Street. je7-3m

CORNS, BUNIONS, INVERTED Nails, Enlarged Joints, and all Diseases of the Feet cured without pain or inconvenience to the patient, by Drs. ZACHARIE & BARNETT, Surgeon Chiropodists, No. 921 CHESNUT Street. Refer to Physicians and Surgeons of the city. je11-tf

MILITARY NOTICES.

OFFICE CITY BOUNTY COMMISSION, No. 412 PRUNE Street.—"Substitutes."—The City Bounty of two hundred and fifty dollars will be paid in cases where enrolled citizens of Philadelphia, in advance of the draft, put in three years' substitutes not liable to draft, and proper credit is given upon the quota of their districts.
If citizens not enrolled put in substitutes, the substitute is regarded as a volunteer, and on a proper evidence of his being credited is entitled to the bounty.
The opportunity is thus afforded for citizens to aid the cause, while procuring exemptions for themselves, and assisting the city to fill its quota. jy5

HEADQUARTERS PROVOST MARSHAL, First District, Pa.
PHILADELPHIA, June 28, 1864.
The names of persons removing to or from this District will be added to or stricken from the lists of enrolment. Copies of the lists are open for public inspection, and civil officers and all citizens are invited to appear and point out errors in the lists and give such information as may aid in the correction and revision thereof. Any person enrolled may appear before the Board and claim to have his name stricken off the list if he can show satisfactorily that he is not properly enrolled, on account of *Alienage, Non-residence, Over-age, Permanent Physical Disability.*
A compliance with the foregoing suggestions is earnestly solicited.
WM. E. LEHMAN,
je29-tf Captain and Provost Marshal.

WANTED FOR THE UNITED STATES Marine Corps (a varied and exciting life by sea and land), three hundred able-bodied men, to perform the duties of a soldier at our Navy Yard, and aboard United States ships-of-war on foreign stations.
Better compensation than the army. A ship-of-war is a comfortable home. The Marine Corps is the best equipped Corps in the service. Prize Money in abundance.
THE LOCAL BOUNTIES PAID TO RECRUITS.
For all other information apply daily at the Recruiting Rendezvous, No. 311 S. FRONT Street, below Spruce, between the hours of nine and three o'clock.
JAMES LEWIS,
Captain and Recruiting Officer,
my5-tf No. 311 S. FRONT Street.

FURLOUGHS—FURLOUGHS.
Officers and soldiers visiting the city on furloughs, needing
SWORDS,
AND OTHER
MILITARY EQUIPMENTS,
ARE INVITED TO THE EXTENSIVE
MANUFACTURING ESTABLISHMENT
OF
GEORGE W. SIMONS & BRO.
SANSOM STREET HALL,
SANSOM Street, above Sixth.
PRESENTATION SWORDS
Made to order at the shortest notice, which for richness and magnificence challenge competition, no other house in the country combining the MANUFACTURING JEWELER WITH THE PRACTICAL SWORD MAKER. la4

CONGRESS HALL, ATLANTIC CITY.—I would respectfully inform my friends and the public, that I have again taken Congress Hall, this being the third year, and have made every preparation for the coming season, the house being enlarged, remodelled, new furniture, the chambers with spring beds, &c., &c., and will accommodate four hundred guests. You will find no better place than Congress Hall. It is the nearest to the ocean of any of the large houses of Atlantic City, being but one hundred yards from the beach, thus presenting itself an advantage to the public. There cannot be any better bathing than at Atlantic this summer. The sand bar that was such a great drawback last season has all been swept away by the high tides of last winter, forming itself the best bathing surf on the Atlantic sea-board.
There is an excellent Band of Music engaged.
Attached is a splendid Billiard Room.
je15-tf G. W. HINKLE.

INLET HOUSE,
ATLANTIC CITY,
NEW JERSEY.
GEO. D. GLENN, Proprietor.
(Long and favorably known as proprietor of OYSTER BAY, SIXTH and CHESNUT Streets.)
Parties accommodated with Boats, Fishing Lines, &c., &c.
Cars run to the house every twenty minutes. je9-tf

UNITED STATES HOTEL, ATLANTIC CITY, NEW JERSEY.
This celebrated Hotel is now open for the reception of guests, and is under the supervision of Colonel James W. Powers, with Mr. Edward [illegible] as Assistant.
Practical and experienced persons have been employed for each department, and every exertion will be made to conduct the same to the entire satisfaction of the public.
After July 1, four trains will leave Vine Street Ferry, daily; the Fast Line through in two hours, without stopping at the way stations.
A passenger car will be run from the Hotel to the Inlet every twenty minutes.
Hassler's Band, under the direction of Mr. Simon Hassler, has been engaged for the season.
Persons wishing to engage rooms will address
BROWN & WOELPPER,
Proprietors,
Atlantic City, New Jersey.
N. B.—The Sand Bar which last year formed opposite the hotel has entirely disappeared, leaving the beach one of the best and safest on the coast. je25-1m

EXCHANGE HOTEL, ATLANTIC CITY.—The subscriber, grateful for past favors, tenders thanks to his patrons and the public for the generous custom given him, and begs leave to say that he is now open for the season, and ready to receive boarders, permanent and transient, on the most moderate terms. The bar will always be supplied with the choicest wines, liquors, and segars, and superior old ale. The tables will be set with the best the market affords.
Fishing lines and tackle always on hand.
Stable room on the premises.
All the comforts of a home can always be found at the Exchange.
GEORGE HAYDAY,
je9-tf Proprietor.

COLUMBIA HOUSE,
ATLANTIC CITY,
NEW JERSEY.
SITUATE ON KENTUCKY AVENUE,
OPPOSITE THE SURF HOUSE.
EDWARD DOYLE, Proprietor.
Terms to suit the times. je9-tf

THE ALHAMBRA, ATLANTIC CITY, N. J., is now open for visitors. The rooms and table are unsurpassed by any on the Island. Terms moderate.
je30-1m* DUBOSQ & YOUNG, Proprietors.

SEA-BATHING—SEA-BATHING.
NATIONAL HALL,
CAPE ISLAND, CAPE MAY, N. J.
Children under 12 years of age and servants half price.
Superior accommodations and ample room
FOR TWO HUNDRED PERSONS.
je24-2m AARON GARRETSON, Proprietor.

LEDDY'S
HOTEL,
SOUTHWEST CORNER OF
NINTH and SANSOM Streets,
OPPOSITE CONTINENTAL.
The resort of Gentlemen of Refined Taste, who appreciate a Pure Beverage. je30-1m

CITY SIXES,
FREE FROM TAXATION,
FOR SALE
IN SUMS TO SUIT PURCHASERS.
jy7-10t DREXEL & CO.

SANITARY FAIR.
CHEAPEST
SUMMER HATS
IN THE CITY.
BOURNE,
jy7-1m No. 40 N. SIXTH Street.

PATRIOTIC MEDALS.
PATRIOTIC MEDALS.
An acceptable Offering to every Patriot.
The only correct and authorized
MEDALLION LIKENESSES
OF
PRESIDENT LINCOLN,
GENERAL GEORGE WASHINGTON,
LIEUTENANT-GENERAL GRANT,
GENERAL GEORGE B. McCLELLAN.
Manufactured in Sterling Silver and Copper and White Metal. Sample sent by mail free of charge on receipt of 25 cents. Agents wanted. E. SPENCER,
Box 2166 Philadelphia Post Office.
Manufactured at No. 403 ARCH Street. jy2-1m

INVALIDS AND CONVALESCENTS, INvalids and Convalescents,
Invalids and Convalescents,
Invalids and Convalescents,
Especially
Especially
Females in delicate Health,
Females in Delicate Health,
Females in Delicate Health,
Will find our
California Wines, California Wines,
California Wines, California Wines,
California Wines, California Wines,
peculiarly valuable in all cases of languor and great prostration of strength.
Ask Ask Ask Ask Ask
Ask Ask Ask Ask Ask
Ask Ask Ask Ask Ask
Drs. McClelland, Gebhard, Samuel Jackson,
(of the Pennsylvania University),
Hering, Berens, Gross, Hartshorne,
Schimmle, Williams, Hartley, Neidhard,
Wilson, Tindal, Vinal, Fondey,
Knorr, Mayland,
and other leading physicians, what they think of the medicinal virtues of California Wines! These gentlemen prescribe our brands, and assure us of the benefits patients receive from their use!
CALIFORNIA WINE AGENCY,
je21-4m No. 42 S. FIFTH street, above Chesnut.



WRITTEN AND VERBAL DESCRIPtions of Character, Constitution, and Talent, with Advice on Business, Health, Education, Self-Improvement, Management, and Training of CHILDREN, Social Adaptation, &c., day and evening, by
JOHN L. CAPEN,
Phrenologist and Bookseller,
ap13-3m No. 25 S. TENTH Street, above Chesnut.

NO DECEPTION.—NO INFERIOR COAL purchased to offer below the cost price of a superior article. SAMUEL W. HESS, BROAD Street, above Race, east side, sells the genuine EAGLE VEIN, best and purest mined. Egg and Stove sizes, $11; Large Nut, $10 per ton.
Consumers should make their purchases at once, previous to another advance. je11-3m

ROOFING, ROOFING.—OLD TIN, ZINC, Iron or Copper Roofs made perfectly tight, at 1½ cents per square foot. Apply at
NATIONAL ROOFING COMPANY,
jy7-6t* No. 144 N. FOURTH Street.

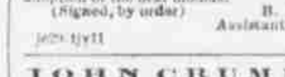
MEDICAL PURVEYOR'S OFFICE,
NEW YORK, June 28, 1864.
Inventors and Manufacturers of ARTIFICIAL LIMBS (arms and legs) are invited to present specimens of their Models to a Board of Medical Officers, constituted by order of the Acting Surgeon-General U. S. A., at the Medical Purveyor's Office, No. 466 BROOME Street, in this city, on or before the eleventh day of July next, with a view to the adoption of the best models.
(Signed, by order) B. A. CLEMENTS,
Assistant Surgeon, U. S. A.,
je29-tjy11 Recorder of Board.

JOHN CRUMP,
CARPENTER AND BUILDER,
No. 213 LODGE STREET.
A large force of building mechanics of all branches always on hand. ap6-wfm6m

CARPETS, MATTINGS, OIL CLOTHS AND Window Shades, from New York Auction sales, (slightly wet.)—Magnificent Brussels, ¾ wide, $1 25, $1 37½, $1 50 and $1 75. Imitation Brussels, (painted,) ¾, 4, 9-4 and 12-4 at proportionate prices; Imperial Carpets $1 37 to $1 75 per yard; Ingrain, from 50 cents to $1 12½; Venetian, Rag, and Hemp, from 37½ to 75 cents per yard; Mattings, the largest assortment ever offered in Philadelphia, from 37½ to 75 cents a yard, at the New York Auction Sales Depot, (formerly Stethlow's,) No. 147 S. SECOND Street, first door above Walnut, opposite Corn Exchange. jy7-3m

COUSTY'S TEA WAREHOUSE.—ESTAblished in 1800.—Importer and Dealer in
Fine Teas, Wines, and Liquors,
Choice Havana Cigars,
Cross & Blackwell's Pickles and Sauces
English and Scotch Ale and Porter,
Canned Meats, Fruits, Soup, &c.
Navy Messes put up with care.
At No. 118 S. SECOND Street.
ja23 1y JOSHUA H. COUSTY.

EDMUND A. SOUDER & CO.,
COMMISSION MERCHANTS,
AND SHIP AND STEAMBOAT AGENTS,
DOCK STREET WHARF,
PHILADELPHIA.
EDMUND A. SOUDER,
ARCHIBALD GETTY,
STEPHEN T. SOUDER. la4-tf



GUM-ELASTIC CRUTCHES. GUM-ELASTIC
CRUTCHES!—These Crutches have a Gum Tube across the top, making a soft and elastic support to the arm, and enabling the wearer to walk with more comfort than can be derived from any other crutch. The tops are so made as to be applied to any crutch. Patented December, 1863.
J. HARTMAN,
ap19-3m No. 117 S. SECOND Street, below Chesnut.



PHILADELPHIA SURGEONS' BANDAGE INSTITUTE, No. 14 North NINTH Street, above Market. Ruptures radically cured by B. C. EVERETT'S Premium Patent Graduating Pressure Truss. Superior Elastic Belts, Elastic Stockings, Supporters, Shoulder Braces, Suspensories, Crutches, &c. my25-1y



TRUSSES, BRACES, &c., skilfully adjusted by C. H. NEEDLES, cor. of TWELFTH and RACE Streets. Ladies' Department organized, conducted by ladies, TWELFTH Street, first door below Race. The most complete and varied stock on hand, consisting, in part, of Trusses, Supporters, Shoulder Braces, Belts, Bandages, Elastic Stockings, Syringes, Articles for Nursery, Sick Room, &c. je16-3m

THE ARTIFICIAL HAND.
H. A. GILDEA,
Inventor and Manufacturer of the
ARTIFICIAL ARM,
Approved and adopted
BY THE
SURGEON-GENERAL OF THE UNITED STATES,
for Soldiers.
Has permanently located his Office and Factory at No. 312 S. FOURTH Street, six doors below Spruce, Philada. je26-3m

NEW COMPANIES FORMING CAN BE supplied with
CERTIFICATES OF STOCK,
TRANSFER BOOKS,
STOCK LEDGERS,
CHECKS, NOTES, DRAFTS,
And every variety of Account Books and Stationery, on reasonable terms, at
WILLIAM MANN'S,
Stationer, Printer, and Blank Book Manufacturer,
No. 43 S. FOURTH Street,
ap22-3m Philadelphia.

GOLD'S IMPROVED STEAM AND WATER-HEATING APPARATUS,
For Warming and Ventilating Public Buildings and Private Residences,
Manufactured by the
UNION STEAM AND WATER HEATING COMPANY OF PHILADELPHIA.
JAMES P. WOOD,
No. 41 S. FOURTH Street.
mh29-6m B. M. FELTWELL, Superintendent.

A JOINT RESOLUTION PROPOSING CERtain Amendments to the Constitution.
Be it resolved by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, That the following amendments be proposed to the Constitution of the Commonwealth, in accordance with the provisions of the tenth article thereof:—
There shall be an additional section to the third article of the Constitution, to be designated as section four, as follows:—
"Section 4. Whenever any of the qualified electors of this Commonwealth shall be in any actual military service, under a requisition from the President of the United States, or by the authority of this Commonwealth, such electors may exercise the right of suffrage in all elections by the citizens, under such regulations as are, or shall be, prescribed by law, as fully as if they were present at their usual place of election."
Section 2. There shall be two additional sections to the eleventh article of the Constitution, to be designated as sections eight and nine, as follows:—
"Section 8. No bill shall be passed by the Legislature containing more than one subject, which shall be clearly expressed in the title, except appropriation bills."
"Section 9. No bill shall be passed by the Legislature granting any powers, or privileges, in any case where the authority to grant such powers, or privileges, has been, or may hereafter be, conferred upon the courts of this Commonwealth."
HENRY C. JOHNSON,
Speaker of the House of Representatives.
JOHN P. PENNEY,
Speaker of the Senate.
OFFICE OF THE SECRETARY OF THE COMMONWEALTH,
HARRISBURG, April 25, 1864.
PENNSYLVANIA, ss.
[L. S.] I do hereby certify that the foregoing is a full, true, and correct copy of the original Joint Resolution of the General Assembly, entitled "A Joint Resolution proposing certain Amendments to the Constitution," as the same remains on file in this office.
In testimony whereof, I have hereunto set my hand and caused the seal of the Secretary's office to be affixed, the day and year above written.
ELI SLIFER,
Secretary of the Commonwealth.
The above Resolution having been agreed to by a majority of the members of each House, at two successive sessions of the General Assembly of this Commonwealth, the proposed amendments will be submitted to the people for their adoption or rejection, on the first Tuesday of August, in the year of our Lord one thousand eight hundred and sixty-four, in accordance with the provisions of the tenth article of the Constitution, and the act, entitled "An Act prescribing the time and manner of submitting to the people, for their approval and ratification or rejection, the proposed amendments to the Constitution," approved the twenty-third day of April, one thousand eight hundred and sixty-four.
ELI SLIFER,
ap27-f1Au2 Secretary of the Commonwealth.

FINANCIAL.

SPECIAL NOTICE
TO THE
HOLDERS
OF THE
Small 7-30 U. S. Treasury Notes.
SEVEN-THIRTY NOTES,
OF THE DENOMINATIONS OF
50's AND 100's,
CAN NOW BE CONVERTED IN
BONDS OF THE LOAN OF 1881,
OF THE SAME DENOMINATION.
For information, apply at the office of
JAY COOKE & CO.,
jy7-1m] BANKERS,
No. 114 S. THIRD Street.

GOLD, GOLD, GOLD,
SILVER AND BANK NOTES
WANTED.
DE HAVEN & BROTHER,
ja27-1y No. 20 S. THIRD STREET.

C. B. WRIGHT & CO.,
No. 142 S. THIRD STREET,
OPPOSITE THE EXCHANGE.
Dealers in Government and State Securities, Quartermasters' Checks and Vouchers, and Certificates of Indebtedness.
Orders for the purchase and sale of Stocks and Loans promptly executed. fe2-wfm tf

HEWES & RAHM,
BANKERS AND EXCHANGE BROKERS,
No. 52 S. THIRD STREET.
DEALERS IN
SPECIE, BANK NOTES, AND GOVERNMENT SECURITIES.
Stocks Bought and Sold on Commission. Collections promptly made. ap30-tf

STOCKS AND SECURITIES
BOUGHT AND SOLD
ON COMMISSION,
DE HAVEN & BROTHER,
fe8-tf No. 20 S. THIRD STREET.

SMITH & RANDOLPH,
No. 16 S. THIRD STREET,
BANKERS AND BROKERS.
Specie, Stocks, Quartermasters' Vouchers and Checks, and all Government Securities Bought and Sold. [mh12

FREDK. STEEB & CO.,
BANKERS,
No. 30 S. THIRD STREET,
BUY AND SELL
GOLD, SILVER, AND GOVERNMENT SECURITIES.
STOCKS
BOUGHT AND SOLD ON COMMISSION. [mh14

NEW LOAN. NEW LOAN.
U. S. 10-40's.
JAY COOKE & CO.,
OFFER FOR SALE THE
NEW GOVERNMENT LOAN,
BEARING FIVE PER CENT. INTEREST IN COIN, redeemable any time after TEN YEARS, at the pleasure of the Government, and payable FORTY YEARS after date.
BOTH COUPON AND REGISTERED BONDS are issued for this Loan, of same denomination as the 5-20's. The interest on 50's and 100's payable yearly; on all other denominations, half yearly. The 10-40 bonds are dated March 1, 1864. The half-yearly interest falling due September 1st and March 1st of each year; until 1st September, the accrued interest from 1st of March is required to be paid by purchasers in COIN or in LEGAL CURRENCY, adding fifty per cent. for premium, until further notice.
ALL OTHER GOVERNMENT SECURITIES BOUGHT AND SOLD.
JAY COOKE & CO.,
mh29-tf No. 114 S. THIRD STREET.

CLARKSON & CO.,
BANKERS,
No. 121 S. THIRD STREET,
PHILADELPHIA.
Government Securities of all Issues Purchased and for Sale. Stocks, Bonds, and Gold Bought and Sold on Commission.
INTEREST ALLOWED ON DEPOSITS.
Collections Promptly Made. fe5-tf

SEVENTH
NATIONAL BANK,
No. 216 MARKET STREET,
(CORNER OF STRAWBERRY.)
Capital $125,000,
To be Increased to $500,000.
DIRECTORS.
HENRY G. MORRIS, of Morris, Tasker & Co., Pascal Iron Works, Fifth and Tasker sts.
CHARLES S. CLOSE, of Close & Nesbit, Builders, No. 231 Road street.
JAMES M. PRESTON, Manufacturer of Woolen Goods, Manayunk.
J. A. WATERS, of J. A. Waters & Co., Wholesale Grocers, No. 123 Market street.
S. B. COUGHLIN, Real Estate, No. 602 N. Thirteenth street.
WM. P. CLYDE, Agent Philad'a and New York Express S. B. Co., No. 14 S. Delaware Ave.
GEORGE W. HILL, Manufacturer of Carpetings, No. 126 N. Third street.
J. W. SOUDER, Wholesale Boots and Shoes, No. 509 Market street.
J. Z. DEHAVEN, Importer of Wines, Brandies, &c., Nos. 20 and 22 S. Delaware Avenue.
This Bank having been duly authorized to commence business under the National Currency Act, is now prepared to receive DEPOSITS, make Collections, and transact a General BANKING BUSINESS.
Discount days on TUESDAY and FRIDAY of each week.
J. Z. DEHAVEN, President.
E. S. HALL, Cashier.
PHILADELPHIA, June 30, 1864. je30-1m

AUCTION SALES.

CHARLES C. MACKEY, AUCTIONEER, No. 326 MARKET Street, between Third and Fourth.
BOOKS, SHOT-GUN, RIFLE, TWO GOLD WATCHES, &c., &c.
On Friday evening,
At 8 o'clock, at Mackey's auction room, Miscellaneous Books, from libraries; one Double-Barrel Gun; one Rifle; two Gold Lepine Watches. jy7-2t

PROPOSALS.

ORDNANCE OFFICE,
WAR DEPARTMENT,
WASHINGTON, July 4, 1864.
Sealed Proposals will be received at this Office until MONDAY, July 25, at 4 P. M., for 100,000 sets of Infantry Accoutrements, calibre 58, to be delivered in the following quantities at the undernamed Arsenals, viz:—
30,000 sets at the New York Arsenal, Governor's Island.
20,000 sets at the Frankford Arsenal, Bridesburg, Pennsylvania.
20,000 sets at the Allegheny Arsenal, Pittsburg, Pennsylvania.
20,000 sets at the St. Louis Arsenal, Missouri.
10,000 sets at the Watertown Arsenal, Massachusetts.
These Accoutrements are to be made in strict conformity with the new pattern sets, to be seen at the Arsenals above named, with the following exceptions, viz:—The shoulder belt will be but two inches wide, and no shoulder belt-plate will be furnished; the inside flap of the cartridge-box and cap-pouch are to be left off, and the ears are to be sewn on the outer flap; the letters U. S., with a border, are to be stamped upon the cartridge-box, the same size and style as on the plate which it replaces; the cartridge-box is to be sewed with six (6) and the cap-pouch with ten (10) stitches to the inch. Separate bids will be received for the manufacture of these Accoutrements of pure oak leather, of mixed tannage oak and hemlock, and of all hemlock. The belts are to be of grained leather.
Samples of these Accoutrements can be seen at the above named Arsenals on or about the 20th instant.
It is to be distinctly understood that this Department is to have the privilege of inspecting the work done under any contract it may award, in all stages of its progress, and especially to examine the stock before cutting. They are to be subject to inspection at the arsenal where delivered, before being received for the Government. None are to be accepted or paid for except such as are approved upon inspection.
Deliveries must be made in lots of not less than one-twelfth (1-12th) per week of the whole number contracted for. The first delivery to be made on the 15th day of August, 1864.
Failure to make deliveries at a specified time will subject the contractor to a forfeiture of the number he may fail to deliver at that time.
The Accoutrements must be boxed in the usual manner; the boxes to be charged at cost, to be determined by the inspector.
Bidders will state explicitly the Arsenal or Arsenals where they propose to deliver, and the number of sets they propose to deliver at each place, if for more than one.
No bids will be considered from parties other than regular manufacturers, and such as are known to this Department to be fully competent to execute in their own shops the work proposed for. Should any party obtaining a contract offer Accoutrements other than those made in his own shops, they will be rejected, and the contract rendered null and void. The name and place of manufacture of each party obtaining a contract must be stamped on each part of each set of Accoutrements.
GUARANTEE.
The bidder will be required to accompany his proposition with a guarantee, signed by two responsible persons, that in case his bid is accepted he will at once execute the contract for the same, with good and sufficient securities, in the sum equal to the amount of the contract, to deliver the article proposed in conformity with the terms of this advertisement; and in case the said bidder should fail to enter into the contract they to make good the difference between the offer of said bidder and the next responsible bidder or the person to whom the contract may be awarded.
The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney.
Bonds in a sum equal to the amount of the contract, signed by the contractor and both of his guarantors, will be required of the successful bidder or bidders upon signing the contract.
FORM OF GUARANTEE.
We, the undersigned, residents of ———, in the county of ———, and State of ———, hereby, jointly and severally, covenant with the United States, and guarantee in case the foregoing bid of ——— be accepted, that he or they will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to furnish the articles proposed in conformity to the terms of the advertisement dated July 4, 1864, under which the bid was made; and, in case the said ——— shall fail to enter into a contract as aforesaid, we guarantee to make good the difference between the offer of the said ——— and the next lowest responsible bidder, or the person to whom the contract may be awarded.
Witness:— } Given under our hands and seals this ——— day of ———, 186-. [Seal.] [Seal.]
To this guarantee must be appended the official certificate above mentioned.
Each party obtaining a contract will be obliged to enter into bond, with approved sureties, for its faithful execution.
Upon the award being made, successful bidders will be notified and furnished with forms of contract and bond.
The Department reserves the right to reject any or all bids, if not deemed satisfactory, and especially those made by parties who have failed to make time deliveries under previous contracts without furnishing satisfactory reasons for such delinquency.
Proposals will be addressed to "Brigadier-General George D. Ramsay, Chief of Ordnance, Washington, D. C.," and endorsed "Proposals for Infantry Accoutrements."
GEO. D. RAMSAY,
jy8-mwf-7t Brig.-Gen., Chief of Ordnance.

OFFICE ARMY CLOTHING AND Equipage.
PHILADELPHIA, July 7, 1864.
Sealed Proposals will be received at this office until 12 o'clock M. on MONDAY, the 18th inst., for supplying the Schuylkill Arsenal with the following articles:—
Woolen Grey Blankets, army standard, to weigh five pounds and measure 7 feet by 5 feet 6 inches (with the letters U. S. in black, 4 inches long, in the centre).
Woolen Stockings, made with fashioned toe, without seams, army standard, to weigh three pounds per dozen.
Army standard samples of each of the above articles can be seen at this office, to which deliveries must *strictly conform*. Bidders must state in their proposals the price (which must be given in writing as well as in figures), the quantity, and *time of delivery*.
Each bid must be guaranteed by two responsible persons, whose signatures must be appended to the guarantee, and when the bidder or guarantors are not known at this office to be responsible men, they must be certified to as being such by some public functionary of the United States.
Bids from defaulting contractors, and those that do not *fully comply with the requirements* of this advertisement, *will not be considered*.
Blank forms for proposals can be had upon application at this office, and bids must be endorsed with the name of the article bid for.
G. H. CROSMAN,
jy8-6t Assistant Quartermaster General, U. S. A.

OFFICE DEPOT COMMISSARY OF SUBSISTENCE.
WASHINGTON, D. C., July 7, 1864.
PROPOSALS FOR FLOUR.
Sealed Proposals are invited until the 14th instant, at 12 o'clock M., for furnishing the Subsistence Department with Two Thousand (2000) Barrels of Flour.
The proposals will be for what is known at this Depot as Nos. 1, 2 and 3, and bids will be entertained for any quantity less than the whole.
Bids must be in duplicate, and for each grade on separate sheets of paper.
The delivery of the Flour to commence within five days from the opening of the bids, and in such quantities, daily, as the Government may direct; delivered at the Government Warehouse in Georgetown, at the wharves or railroad depot in Washington, D. C.
The delivery of all Flour awarded to be completed within twenty days from the opening of the bids.
Payment will be made in certificates of indebtedness, or such other funds as the Government may have for disbursement.
The usual Government inspection will be made just before the Flour is received, and none will be accepted which is not fresh ground.
An oath of allegiance must accompany the bid of each bidder, who has not the oath on file in this office, and no bid will be entertained from parties who have previously failed to comply with their bids, or from bidders not present to respond.
Government reserves the right to reject any bid for any cause. Bids to be addressed to the undersigned, at No. 223 G street, endorsed "Proposals for Flour."
jy8-4t S. C. GREENE, Captain and C. S. V.

FRESH BEEF AND VEGETABLES.
NAVY DEPARTMENT,
BUREAU OF PROVISIONS AND CLOTHING,
July 8, 1864.
Sealed Proposals, endorsed "Proposals for Fresh Beef and Vegetables," will be received at this Bureau until 2 o'clock P. M., on the 29th day of July inst., for the supply of 100,000 pounds of Fresh Beef and 100,000 pounds of Fresh Vegetables, at the Philadelphia Station, as required. The Beef and Vegetables must be of good quality, and the best the market affords, and each article must be offered for by the pound. The Beef to be in equal proportions of fore and hind quarters. Bond, with approved security, will be required in one-half the estimated amount of the contract, and twenty per cent. in addition will be withheld from the amount of each payment to be made, as collateral security for the due performance of the contract, which will, on no account, be paid until it is fully complied with.
Every offer must be accompanied by a written guarantee, signed by one or more responsible persons, that the bidder or bidders will, if his or their bid be accepted, enter into an obligation within five days, with good and sufficient sureties, to furnish the articles proposed.
No proposal will be considered, unless accompanied by such guarantee, and by satisfactory evidence that the bidder is a regular dealer in the article proposed, and has the license required by law. jy8-9t

BLACKSMITHS AND WHEELWRIGHTS Wanted.
CHIEF QUARTERMASTER'S OFFICE,
WASHINGTON DEPOT,
WASHINGTON, D. C., July 4, 1864.
Wanted at once, to work in Government Repair Shops, Quartermaster's Department, Depot of Washington, One Hundred (100) good BLACKSMITHS and One Hundred (100) good WHEELWRIGHTS.
The pay per month will be Sixty Dollars ($60), with one (1) ration per day, and hospital privileges when sick.
Apply to Captain CHARLES H. TOMPKINS, A. Q. M., United States Army, corner Twenty-second and G streets, Washington, D. C.
D. H. RUCKER,
Brigadier-General and Chief Quartermaster,
jy4-18t Department of Washington.

ASSISTANT QUARTERMASTER-GENERal's Office.
PHILADELPHIA, July 5, 1864.
Sealed Proposals will be received at this office until 12 o'clock M., on WEDNESDAY, the 13th instant, for constructing Military Barracks for the use of the United States upon a lot of land, containing about 57 acres, the property of Mr. Joseph Kirkner, and situated on the west bank of the Schuylkill river, a short distance below Spring Mill.
Plans and specifications of the buildings and their appurtenances can be seen at the office of John McArthur, Jr., Architect, where any further information required will be given.
Bidders must state the shortest time required to complete the work.
Ample security will be required, and no bid received from a defaulting contractor.
By order of Colonel G. H. Crosman, Assistant Quartermaster General.
ALBERT S. ASHMEAD,
jy6-6t Captain and Assistant Quartermaster.

HENRY APPLE,
GAUGER AND COOPER,
No. 205 S. WATER Street,
Below Walnut street,
PHILADELPHIA.
Imitation Brandy and Wine Casks, and all kinds of Work made of Old and New Stuff always on hand or made to order.
COAL PACKED IN HOGSHEADS FOR SHIPPING.
All kinds of Trimming punctually attended to. jy1-1m

PROPOSALS.

OFFICE COMMISSARY OF SUBSISTENCE, No. 823 WALNUT Street.
PHILADELPHIA, July 7, 1864.
Sealed Proposals, in duplicate, will be received at this office until 12 o'clock M., on MONDAY, July 11, 1864, for supplying for the use of the United States Army, the following Subsistence Stores, delivered in Philadelphia, viz:—
1,000 Barrels first quality MESS or PRIME MESS PORK, (which to be stated), of the pack of 1863-4, in full hooped oak barrels, with iron master hoops; meat to be free from rust or stain, full weight, and thoroughly salted, and to have been repacked within thirty days of delivery. To be ready for delivery within twenty days from date of award.
4,000 Barrels EXTRA SUPERFINE or EXTRA FAMILY FLOUR (which to be stated), to have been ground within thirty days of date of advertisement from the best winter wheat, in well-coopered and head lined barrels. Name of brand and place of manufacture to be stated in the bid. To be delivered within ten days.
500,000 Pounds first quality PILOT BREAD, to be made from good sound "Extra Flour," thoroughly baked, and perfectly dried before being packed. To be packed in boxes of well seasoned wood, of such a kind as will not impart taste to the bread, boxes to contain fifty pounds net. To be delivered within twenty days.
39,200 Pounds first quality kiln-dried CORN MEAL, in well coopered, head-lined barrels. To be delivered within ten days.
50,000 Pounds new WHITE BEANS, in well coopered barrels, fully head-lined. To be delivered within ten days.
50,000 Pounds PRIME RICE, in well coopered barrels, fully head-lined. To be delivered within ten days.
30,000 Pounds first quality large-grained, kiln-dried HOMINY, in well coopered barrels, fully head-lined. To be delivered within twenty days.
50,000 Pounds PRIME RIO COFFEE, in well coopered barrels. Bidders will state the price per pound net for furnishing the whole or any portion of the above quantity, roasted, ground, and packed in tight, paper-lined barrels, and the parties furnishing it will be required to state on oath, that the Coffee furnished by them is of the same quality as the sample submitted, and that it contains no adulteration, or admixture of any foreign substance. Green Coffee samples required. To be delivered within twenty days.
50,000 Pounds light yellow COFFEE SUGAR, or choice dry RAW SUGAR. Barrels to be the best in use for the purpose. To be delivered within ten days.
5,000 Gallons pure CIDER, WHISKY, or CORN VINEGAR, in strong, well coopered barrels. To be delivered within ten days.
50,000 Pounds good hard SOAP, in pound bars, full weight, packed in sixty pound boxes. To be delivered within ten days.
25,600 Pounds clean, fine, dry SALT, in strong, well-coopered barrels. To be delivered within ten days.
Bidders who are unable to deliver the stores within the time mentioned will state the time required for delivery. Contractors are expected to hold their goods without expense to the United States, until required for shipment.
Samples of all articles except Pork must be delivered with the proposal, and referred to therein; but the proposal must not be enclosed with the sample. Samples must be in boxes or bottles, and not in paper parcels, each sample marked with bidder's name.
The Pork will be examined and passed upon by John G. Taylor, Inspector, on the part of the United States.
Separate proposals, in duplicate must be made for each article enumerated, and bidders may propose for the whole or any part of each.
A printed copy of this advertisement must be attached to each bid, and the proposals must be specific in complying with all its terms.
Each proposal must have the written guarantee of two responsible persons, for the fulfilment of the agreement, who will give bonds if required.
Blank forms for proposals, containing the form of guarantee, may be had on application at this office.
The seller's name, place of business, and date of purchase, name of contents, gross, tare, and net weights, must be marked on every package, and all old marks must be obliterated.
Returns of weights by professional public weighers to be given whenever required.
No bids from parties who have failed to fulfil a former engagement will be considered.
Bids will include packages, and delivery at any point in this city, to be designated by this office; and any inferior packages or cooperage will be considered sufficient cause for rejection of contents.
Payment will be made in such funds as may be furnished by the United States for the purpose.
Proposals to be endorsed "Proposals for Subsistence Stores," and directed to
ISAAC B. WIGGIN,
jy7-3t Captain and C. S. Vols.

OFFICE COMMISSARY OF SUBSISTENCE, No. 823 WALNUT Street.
PHILADELPHIA, July 4, 1864.
Sealed Proposals, in duplicate, will be received at this office until 10 o'clock A. M. on SATURDAY, July 9, 1864, for furnishing and delivering to the Camps, Barracks, Hospitals, and officers in the vicinity of this city, all the Fresh Beef required by them for six months, with the privilege of continuing for one year at the option of this office, commencing August 1, 1864.
The beef must be killed from the finest fatted cattle, weighing not less than 1300 pounds gross weight, to be delivered in quarters weighing not less than 200 pounds, the necks to be cut off at the fourth vertebral joint, and the breast trimmed down; the shanks of the fore quarters to be cut off four inches above the knee joint, and of the hind quarters eight inches above the gambrel or hock joint. Said beef to be furnished in equal proportions of fore and hind quarters.
Deliveries to officers to be made in such quantities as may be ordered.
The beef of all Bulls, Stags, Oxen, Cows, and Heifers will be rejected.
The delivery (every day, if necessary) of any quantities which may be ordered, will be included in the price per pound specified in the proposal, and the deliveries must be made at any place designated by this office, within twenty miles of this city, and at any hour designated by the commanding officer of any camp, barracks, hospital, or other place where it may be needed. All such deliveries to be made at the expense of the contractor, the beef at all times to be subject to the inspection and rejection of the regularly appointed inspector.
No bids from disloyal parties, or from persons not considered responsible, will be considered, and each bid must be accompanied by the guarantee of two responsible persons, as follows:—
FORM OF GUARANTEE.
We, the undersigned, of the city of Philadelphia, State of Pennsylvania, do hereby guarantee that ——— will fulfil the requirements of this contract, as specified in the accompanying advertisement; and that we, in the event of the contract being awarded to him, will enter good and sufficient security in the sum of ($20,000) twenty thousand dollars for the faithful performance of the same.
Each bid must be accompanied by the oath of allegiance of the principals and the guarantors, and must have a copy of this advertisement attached.
The names of all parties participating in the proposal must be affixed to the same, and no person will be allowed to farm out or underlet any portion of the supply.
No bid from parties not regularly in the business will be considered, and parties bidding will be required to state where they intend slaughtering the beef proposed to be delivered.
The Government reserves the right to annul the contract at any time, should it not prove satisfactory.
All beef of an inferior quality to that stipulated in this advertisement will be rejected, and a corresponding quantity purchased at market rates and charged to the contractor.
Proposals to be endorsed "Proposals for fresh beef," and directed to
ISAAC B. WIGGIN,
jy4-5t Captain and C. S. Vols.

SUBSISTENCE OFFICE, UNITED STATES Army, No. 20 SOUTH Street,
BALTIMORE, Md., June 28, 1864.
Sealed Proposals, *in duplicate*, will be received at this office until 12 M., on WEDNESDAY, July 13, 1864, for furnishing the United States Subsistence Department with—
FOUR THOUSAND (4000) HEAD OF BEEF CATTLE on the hoof, delivered at the State Cattle Scales, at Baltimore, Md., in lots of (1000) one thousand each every (10) ten days; to be weighed within one and a half days after arrival, at the expense of the contractor. They must average about (1300) thirteen hundred pounds gross weight; all falling short of (1000) one thousand pounds gross weight, Bulls, Stags, Oxen, Cows, Heifers, and Hornless Cattle will be rejected.
A deduction of ten (10) pounds will be made from the weight of each Steer accepted under this contract, provided the animal does not stand in the pens two and one-half hours before being weighed, or is not weighed immediately after removal from the cars.
Blank forms for proposals can be had on application at this office, either in person, or by mail, or telegraph.
The Government will claim the right of weighing any one animal separately, if its appearance indicates less weight than the minimum mentioned above; the expense of weighing will be paid by the party erring in judgment.
Each bid, to secure consideration, must contain a written guarantee of two responsible persons, as follows:—
We ——, of the County of ——, State of ——, do hereby guarantee that —— is (or are) able to fulfil a contract in accordance with the terms of his (or their) proposition, and should his (or their) proposition be accepted, he (or they) will at once enter into a contract in accordance therewith, and we are prepared to become his securities, giving good and sufficient bonds for his fulfilment.
The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney, to be enclosed with the bid.
Bidders must be present to respond to their bids, and prepared to give bonds and sign the contract before leaving the office.
The Government reserves to itself the right to reject any or all bids considered unreasonable.
Payments to be made after each delivery in such funds as may be on hand; if none on hand, to be made as soon as received.
Proposals must be endorsed distinctly "PROPOSALS FOR BEEF CATTLE," and addressed to "Captain J. H. GILMAN, C. S., Baltimore, Maryland."
If a bid is in the name of a firm, their names and their post office address must appear, or they will not be considered.
Each person or every member of a firm offering a proposal must accompany it with an oath of allegiance to the United States Government, if he has not already filed one at this office.
All bids not complying strictly with the terms of this advertisement will be rejected.
J. H. GILMAN,
je30-11t Captain and C. S., U. S. A.

ARMY CLOTHING AND EQUIPAGE Office.
PHILADELPHIA, July 5, 1864.
Sealed Proposals will be received at this office until TUESDAY, the 12th inst., at 12 o'clock M., for supplying the United States, deliverable at the Schuylkill Arsenal, the following articles, viz.:—
Drum Snares, sets, Army Standard.
Black Pant Buckles, Army Standard.
Pure Woollen, dark-blue Flannel, indigo wool-dyed, weighing 5 oz. or 10 oz. to ¾ or 6-4 width, for Blouses or Sack Coats, Army Standard.
The Army Standard samples of each of the above articles can be seen at this office, to which deliveries must *strictly conform*.
Bidders must state in their proposals the price, which must be given in *writing*, as well as in figures, the quantity and time of delivery.
Each bid must be guaranteed by two responsible persons, whose signatures must be appended to the guarantee, and where the Bidder and Guarantors are not known at this office to be responsible men, they must be certified to as being such, by some public functionary of the United States.
Bids from defaulting contractors, and those that do not *fully comply with the requirements* of this advertisement, will not be considered.
Blank forms for proposals can be had upon application at this office, and bids must be endorsed with the name of the article or articles bid for.
G. H. CROSMAN,
jy6-5t A. Q. M. Gen'l U. S. Army.

BLANK BOOKS AND STATIONERY.—BANKS, BANKERS, MERCHANTS, MANUFACTURERS, RAILROAD COMPANIES, &c.,
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Evening Telegraph

FRIDAY, JULY 8, 1864.

FIVE TO ONE.

BY A PRUSSIAN.

Oh! 't was a glorious victory
When Duppel's forts were won;
Each German heart should bound with joy,
We were but five to one!

For weeks we fired in safety,
To test our rifled gun;
But hardly ventured to attack
With only five to one!

We practised on the villages,
Shot mother, infant son,
Old man and maiden—*this* was right,
With only five to one!

Brave Wrangel looked on gleefully;
He called it *splendid* fun;
All things are *fair* in war, he cried,
With only five to one!

Fatigue and want soon thinn'd their ranks
And then the deed was done,
Which ended in our foes' defeat,
And we but five to one!

In ancient days no valiant Goth,
No Vandal, Pict, or Hun,
E'er gained so great a victory
With only five to one!

Our good King wept, the music played,
Cannon our ears did stun,
And told of Prussia conquering,
With only five to one!

Health to the brave who stormed the heights,
And danger scorned to shun,
And dared to strike a wearied foe,
With only five to one!

Prussia's great day has come at last,
Her vict'ries have begun,
From battles she will never shrink,
When she has five to one!

Yes! 'twas a glorious victory
When Duppel's forts were won,
Each German heart should bound with joy,
We were but five to one!

GREAT RAILROAD ADVENTURE.

"Daring and Suffering: a History of the Great Railroad Adventure," and "Beyond the Lines," are the titles of two very interesting books published by J. W. Daughaday, No. 1308 Chesnut street, Philadelphia. They are true stories of the war, written by returned prisoners, and no romance could be more exciting. The first book is by Lieutenant William Pettinger, one of that little band of daring men who penetrated the enemy's lines in Georgia, in 1862, seized an entire railroad train and dashed off with it into the heart of the country, to destroy the railroads and interrupt the movement of the Rebel armies.

The expedition was audacious, but it nearly succeeded. We quote, for the pleasure of our readers, the graphic account of the adventure which Lieutenant Pettinger has given. The rest of the book is devoted to an account of prison life, and the efforts of the prisoners to escape. It is well to premise that the adventurers were dressed in citizens' clothes, and had traveled unsuspected as far as Marietta, where they seized the [illegible] train. The Lieutenant says:—

The [illegible] roused us at four o'clock in the morning, as we told [illegible] we wished to take the train at that hour back to Camp McDonald, [illegible] called Big Shanty, which is located at a place [illegible] eight miles north of Marietta, and is also a breakfast station. Andrews had gone to another hotel, and warned the members of the party there to be in readiness to take passage. Two of them, Hawkins and Porter, who had arrived earlier, were not warned, and were, therefore, left behind. It was not their fault, as they had no certain knowledge of the time we were to start, but rather thought it would be the next day.

There were just twenty of us on the train, Andrews and nineteen others, of whom several were engineers. We went along very quietly and inoffensively, just as any other passengers would do, until we reached Big Shanty. I knew that we were to take possession of the train at this place, but did not just know how it was to be done. I thought we would probably have to fight, and compel the conductor, train hands, and passengers to get off. We might have done this, but it would have required very quick work, for there were then some ten thousand troops, mostly conscripts, camped there, and a guard was placed watching the train. But a far better plan was adopted.

As soon as we arrived, the engineer, conductor, and many of the passengers went over to the eating house. Now was our opportunity! Andrews, and one or two others, went forward and examined the track, to see if everything was in readiness for a rapid start.

Oh! what a thrilling moment was that! Our hearts throbbed thick and fast with emotions we dared not manifest to those who were loafing indifferently around. In a minute, which seemed an hour, Andrews came back, opened the door, and said, very quietly and carelessly, "Let us go, now, boys." Just as quietly and carelessly we arose and followed him. The passengers who were lazily waiting for the train to move on and carry them to their destination, saw nothing in the transaction to excite their suspicions. Leisurely we moved forward—reached the head of the train—then Andrews, Brown, our engineer, and Knight, who also could run an engine, leaped on the locomotive; Alfred Wilson took the top of the car as brakesman, and the remainder of us clambered into the foremost baggage car, which, with two others, had been previously uncoupled from the hinder part of the train. For one moment of most intense suspense all was still—then a pull—a jar—a clang—and we were flying away on our perilous journey.

There are times in the life of man when whole years of intensest enjoyment seem condensed into a single moment. It was so with me then. I could comprehend the emotion of Columbus, when he first beheld through the dim dawn of morning, the new-found but long-dreamed of shores of America, or the less innocent but no less vivid joy of Cortez, when he first planted the cross of Spain over the golden halls of Montezuma. My breast throbbed full with emotions of delight and gladness, that words labor in vain to express. A sense of ethereal lightness ran through all my veins, and I seemed to be ascending higher—higher—into realms of inexpressible bliss, with each pulsation of the engine. It was a moment of triumphant joy that will never return again. Not a dream of failure now shadowed my rapture. All had told us that the greatest difficulty was to reach and take possession of the engine, and after that success was certain. *It would have been*, but for unforeseen contingencies.

Away we scoured, passing field, and village, and woodland. At each leap of the engine our hearts rose higher, and we talked merrily of the welcome that would greet us when we dashed into Huntsville a few hours later—our enterprise done, and the brightest laurels of the guerilla far eclipsed.

But the telegraph ran by our side, and was able, by the flashing of a single lightning message ahead, to arrest our progress and dissipate all our fondest hopes. There was no telegraphic station where we took the train, but we knew not how soon our enemies might reach one, or whether they might not have a portable battery at command. To obviate all danger on this point, we stopped, after running some four miles, to cut the wire.

John Scott, an active young man, climbed the pole, and with his hand knocked off the insulated box at the top, and swung down the wire. Fortunately there was a small saw on the engine, with which the wire was then severed. While this was being done, another party took up a rail, and put it into the car to carry off with us. This did not long check our pursuers, but we had the satisfaction of learning that it threw them down an embankment, as will be narrated more fully in a Confederate account inserted hereafter.

When the engine first stopped, Andrews jumped off, clasped our hands in ecstasy, congratulating us that our difficulties were now all over; that we had the enemy at such a disadvantage that he could not harm us, and exhibited every sign of joy. Said he:—"Only one more train to pass, and then we will put our engine to full speed, burn the bridges after us, dash through Chattanooga, and on to Mitchel at Huntsville." The programme would have been filled if we had met *only one* train.

We were ahead of time, and in order to meet the down train just on time, we were obliged to stop on the track awhile. These were tedious moments while we waited, but soon we moved on, very slowly again. At the next station Andrews borrowed a schedule from the tank-tender, telling him that he was running an express powder-train through to Beauregard. He gave the schedule, saying that he would send his shirt to Beauregard if he wanted it. When asked afterwards if he did not suspect anything, he said he would as soon have thought of suspecting Jeff. Davis, as one who talked with so much assurance as Andrews did.

On we went till we reached the station, where we were to pass what we believed to be the last train. Here the switch was not properly adjusted, and Andrews entered the station-house, without asking leave of anybody, took down the keys, and adjusted the switch. This raised some disturbance on the part of those around the station, but it was quieted by telling them the same powder story. After waiting a short time the down train arrived, and we passed it without difficulty. But we observed on it what we did not like—a *red flag*, indicating that another train was behind.

This was most discouraging, for we had now hoped to have the road exclusively to ourselves; but still we did not despair. However, we had yet to run on regular time, which was, unfortunately, *very* slow time—not more than twelve or fifteen miles an hour. Thus unavoidably consuming our precious moments, we glided on till we reached the station where we expected to meet what we were sure would be our last hindrance. We stopped on a side track to wait for it, and there had to remain twenty-five minutes. Just as we concluded to go on, and risk the chances of a collision, the expected train hove in sight.

It was safely passed, as the other had been before; but judge of our dismay when we beheld a *red flag* on this train also! Matters now began to look dark. Much of our precious time, which we had reserved as a margin for burning bridges, was now gone, and we were still tied down to the slow regular rate of running. Yet we could not retreat, and had no resource but to press firmly on. This we did, and obstructed the track as well as we could, by laying on cross-ties at different places. We also cut the telegraph wire between every station.

Finally, when we were nearly to the station where we expected to meet the last train, we stopped to take up a rail. We had no instruments for doing this, except a crowbar, and, instead of pulling out the spikes, as we could have done with the pinch burrs used for that purpose by railroad men, we had to batter them out. This was slow work. We had loosened this rail at one end, and eight of us took hold of it *to try to* pull the other end loose. Just as we were going to relinquish the effort in despair, the whistle of an engine in pursuit sounded in our ears! The effect was magical. With one convulsive effort we broke the rail in two, and tumbled pell mell over the embankment. No one was hurt, and we took up our precious half rail, which insured us time to pass the train ahead, before our pursuers could be upon us.

We were not a moment too soon; for we were scarcely out of sight of where we had taken up the last rail before the other train met us. This was safely passed; and when our pursuers came to the place where we had broken the rail, they abandoned their own train, and ran on foot till they met the one we had just past, and turned it back after us, running with great speed.

We were now aware of our danger, and adopted every expedient we could think of to delay pursuit; but as we were cutting the wire near Calhoun, they came in sight of us. Then ensued the most terrible and thrilling chase ever known on the American continent.

We instantly put our engine to full speed, and in a moment its wheels were striking fire from the rails in their rapid revolutions. The car in which we were racked furiously, and threw us from one side to the other like peas rattled in a gourd. Still on after us relentlessly came the pursuers. The smoke of their engine could be distinguished in every long reach, and the scream of their whistle sounded in our ears around every curve. It was still necessary for us to cut the wire, and, in order to gain time for that, we dropped a car on the track, and, soon after, another. This left us with only the locomotive tender and one baggage car. Each time when we stopped to cut the wire, we would try to take up another rail; but before we could loosen its fastenings with our imperfect tools, the approach of our enemies would compel us to hasten on. The thought of a new expedient crossed my mind, which saved me for some time longer. It was to knock out the end of our car, and drop the rails on the track as we ran. Soon after, in one of our necessary stoppages to take care of the telegraph, we loaded on some cross ties, which we threw out in the same manner. One rail I reserved for a particular purpose. When we stopped again, I took it, placed one end under the track, and let the other project upward, jointing towards the advancing train. It was very nearly effectual. The engineer of the train in pursuit, who afterwards visited us in prison, said that if it had been only one inch higher, nothing could have saved their train from wreck, because, being so dark and small, it was not noticed till too late to stop. However, it was a little too low to hook in the bars of the cow-catcher, as I intended.

Our enemies pursued us with great determination. One man rode on the cow-catcher, and, springing off, would throw the obstructions from the track, and jump on again while they had merely checked the engine. So great was our velocity, that most of the ties we threw out bounced off the track; but the few that remained enabled us several times to get out of sight of them. When this was the case we would stop, and again try to take up a rail, which would have given us leisure for the greater operation of burning a bridge.

By this time we had a few more instruments, which Andrews and Wilson had simultaneously procured from a switch-tender. We worked faithfully, but each time, before we had loosened a rail, the inexorable pursuers were again visible.

I then proposed to Andrews a plan that afforded a hope of final escape. It was to let our engineer take our engine out of sight, while we hid on a curve, after putting a tie on the track, and waited for the pursuing train to come up; then, when they checked to remove the obstruction, we could rush on them, shoot every person on the engine, reverse it, and let it drive at will back, as it came. It would have chased all the trains following, of which there were now two or three, back before it, and thus have stopped the whole pursuit for a time. This would have required quick work, and been somewhat dangerous, as the trains were now loaded with soldiers; but it afforded a *chance* of success. Andrews said it was a good plan, looked around, and then hurried to the engine, and I had no further opportunity of discussing the subject. After we were in prison, he said he was very sorry that we had not made the effort.

All this time we were rushing through towns and villages at terrific speed. Some passengers came down when they heard our whistle, to go aboard, but they all shrank back amazed when they saw us pass with the noise of thunder and the speed of lightning. Still more were they astonished when they saw three other trains dashing by in close pursuit, and loaded with excited soldiers. Thus the break-neck chase continued through Dalton, Ringgold, and the other small towns on the route.

But it soon became evident that it could not continue much longer. We had taken on wood and water before we were so closely pressed, but now our supply was nearly exhausted, and our pursuers were too close behind to permit us to replenish it. But before yielding we resolved to try one more expedient.

For this purpose we broke open the forward end of the only box car we had left, and with the fragments endeavored to kindle a fire in it. Had we succeeded we would have detached it, left it burning on a bridge, and run on with the locomotive alone. But the fuel of the latter was too nearly gone to afford us kindling wood, and the draft through the car, caused by our rapid motion, blew our matches out. At length we succeeded in kindling a small fire, but the drizzling rain, which had been falling all morning, was blown upon it, and prevented it from burning rapidly enough to be of any service.

Thus our last hope expired, and our magnificent scheme, on which we had so long thought and toiled, was a failure. But one thing more now remained—to save ourselves, if possible.

We were within, perhaps, fifteen miles of Chattanooga when we resolved to abandon the engine. Having made this resolve, we did not cut the telegraph wire, and then, for the first time, they succeeded in sending a message ahead of us.

This was no serious detriment to us, but it raised the wildest excitement in Chattanooga. The women and children instantly fled from the town, and sought safety in the woods and mountains. The whole military force, which was encamped near the place, came out and selected an advantageous position to meet us. There they planted cannon, felled trees across the track, tore up the rails for some distance, and waited for our approach. Their orders were for them to make a general massacre—not to spare a single man. But we came not, and, therefore, they had no opportunity to display their latent cruelty.

It was at this point, when he saw every scheme we attempted to execute completely foiled, that Andrews' presence of mind, for a time, seemed to desert him. It was only fifteen miles across the country to the Tennessee river, and we could have reached it ahead of any opposition, had we all stuck together. One man had a compass, and with that, and Andrews' knowledge of the country, we could have gained and crossed the Tennessee, and struck into the mountains beyond, before the country could have been aroused. Once there, in those interminable forests, it would have been almost impossible for them to capture us, well armed as we were, before we could have reached the shelter of our army. But this was not done, and this last chance of escape was lost.

The locomotive was run on till the wood and water were completely exhausted, and the pursuers plainly in view. Then Andrews gave the order for us to leave the train, disperse, and for every man to save himself, if he could. We obeyed, jumping off the train whilst still in motion, and were soon making the best of our way through the tangled pines of Georgia.

From these pines most of the adventurers were at last forced by hunger, and were picked up by the Rebel cavalry which scoured the country. The Southern papers at the time were filled with sensational accounts of the exploit, and the prisoners were fortunate in escaping with their lives.

—Of what trade is a minister at a wedding? A joiner.

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We refund the money, if desired, for every lot of Shirts which fail in any respect.

FINE SHIRTS,
CUT LENGTHWISE OF MUSLIN.

Made of New York Mills Muslin, and very fine Linen Bosoms. Only $4·00.

Williamsville Mills Muslin, and fine Linen Bosoms, Only $3·75.

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SMITH & JACOBS,
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THE EIGHTH STREET CLOAK EMPORIUM,
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EIGHTH STREET CLOAK EMPORIUM,
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CLOAKS, COATS, AND MANTILLAS.— Ladies wishing to dress well and economically, will find it to their advantage to visit the Mammoth Cloak and Mantilla Emporium of Mrs. HENRY, Nos. 38 and 40 N. NINTH Street, below Arch, where are to be had all the latest Paris and London styles at prices that will ensure their immediate disposal.
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Skirts made to order, altered, and repaired.
fel-1y WM. T. HOPKINS.

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The attention of LADIES VISITING THE CITY, or those about LEAVING it for "Watering Places," or "the Country," is respectfully invited to the extensive stock of WHITE GOODS suitable for SUMMER WEAR, for WHITE BODIES, MORNING WRAPPERS, &c.
An extensive assortment is offered in Lace and Worked Edgings and Insertings, Veils, Handkerchiefs, Collars, Sleeves, and in plain and fancy Plaid, Striped, and Figured White Goods AT PRICES MUCH BELOW THEIR PRESENT RETAIL VALUE.
100 Printed Linen Cambric Dresses,
100 pieces Puffed, Tucked, and Striped Muslins.

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VANCE STEWART
ROCK OIL COMPANY.
Incorporated June 29, 1864.
Capital, $300,000.
60,000 SHARES.....................$5 A SHARE—PAR.

Subscription $3 each share to original subscribers for 50,000 shares, payable $1 cash down upon subscribing, and two other instalments of $1 each, payable on the 25th July and 25th August, 1864, respectively.

TEN THOUSAND SHARES
Reserved for benefit of the Company.

The land purchased by the Vance Stewart Rock Oil Company contains one hundred and thirty-one acres, in the very core of the oil region, one thousand three hundred and ten feet on the Allegheny river, in Cranberry township, extending a considerable distance upon both sides of the Lower Two Mile Run, commonly called Van Buren Run, a couple of miles below Franklin, in Venango county, Pennsylvania. The Allegheny River Territory is yielding an abundant and permanent harvest of an excellent quality of Oil, the numerous wells bordering its banks producing Oil with even still greater regularity than the wells along Oil Creek.

It is believed the flow of Oil below the borough of Franklin, on the Allegheny river, will probably never become exhausted, because the stratification, or volcanic disruption of rock dips in a southwestwardly direction; consequently the beds of Oil would be nearer the surface at the upper end, say of Oil Creek, and wells would require to be bored deeper in proportion lower down the river, where, however, there would necessarily be the most permanent, and a much greater supply and superincumbent body or slope of Oil. It is certain that scores of wells on the river, in the immediate vicinity of this land, have continued producing during the past three or four years an unwavering and steady daily yield of oil.

A glance at the map will demonstrate the fact that the Lower Two Mile Run and Oil Creek are on the same diametrically straight line, and only distant, on a *continuation of the identical same gorge* between the range of hills, from each other about three miles apart in precisely the same direction. It would, therefore, not be extraordinary, if by boring wells on this tract a sufficient depth of perhaps eight hundred and fifty feet, that the Company's wells may soon rival those of Oil Creek in their supplies of hundreds of barrels of oil daily, and enormous profits would thus be the fortunate result to the shareholders of this company.

On this particular tract of land there has been let on lease for twenty years, a well *now pumping* a fair portion of good Oil, although its depth of bore is considered quite insufficient to insure a large flow. Fifty per cent. of the Oil at this well's mouth was reserved as a royalty to the former owner of the land, and will at once inure to the benefit of the Company. There are also two other wells bored a few hundred feet deep each, but not yet tubed, but indicating a first-rate show of Oil; a barrel a day can generally be scooped out of them, and no doubt seems to exist that they will both prove highly remunerating wells when bored a reasonable depth. Another well is half bored, and promises a satisfactory yield.

Samples of Oil procured from these wells can be seen at the office of the Company, No. 213 WALNUT Street.

The fee of this valuable oil land, comprising one hundred and thirty-one acres, including the royalty of fifty per cent. of oil for the leased well, *now pumping*, and the entire right of the three wells partially developed, is purchased by the Company direct from the owner, for the moderate price of $137,550, with a Grist Mill in fine order, a stone house, &c.; also patches of timber.

The sale of stock will pay cash for the land in full, and leave the sum of $12,450 cash working capital on hand, with which to complete the three old wells, and also to bore two new wells, with five steam engines, &c., to be in running order within a few months; arrangements will be made to accomplish these objects without delay. No subscriptions will be accepted for less than fifty shares.

The vast fortunes reaped by Rock Oil Companies established here and elsewhere are notorious. The Oil trade is yet in its infancy, and the demand constantly increasing. Its price is now $12 per barrel at the well's mouth, exclusive of the cask.

Large wells will doubtless be struck at the depth of 850 feet, so as to reach the third Sandstone Rock. Wells have been bored heretofore to the depth only of about 500 feet in this vicinity. It is proposed to bore twenty wells on this property during the present year. There is room for one hundred wells. A perfect title, clear of all incumbrances, is confidently assured to the Company.

Lists of subscription are now open until the 50,000 shares are subscribed, payable $1 per share, to the order of Alderman JAMES McCAHEN, the Treasurer of the Company, No. 400 WALNUT Street, or at No. 135 WALNUT Street, or at the office of the Company, No. 213 WALNUT Street.

The public are invited to call for a prospectus. jy5-tf

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THE HOME INSURANCE COMPANY
OF PHILADELPHIA,
No. 150 S. FOURTH STREET.
CASH CAPITAL $100,000.

This Company is prepared to insure against loss or damage by FIRE on buildings, either permanent or for a LIMITED time, and on MERCHANDISE generally.

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Will color more water than four times the same quantity of ordinary Indigo.

The new Label does not require a stamp.

It is Warranted to Give Satisfaction.

It is retailed at the same price as the Imitations and Inferior Articles. je13-1m

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GROVER & BAKER'S
FIRST PREMIUM
ELASTIC STITCH
SEWING MACHINES,
THE BEST IN USE.
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WANTED TO SELL OR EXCHANGE, Elliptic Sewing Machine, The Grover & Baker Sewing Machine, The Singer do. And all the principal Sewing Machines. All furnished from their principal offices. Also, all kinds of Second-Hand Machines, for Sale and Repaired at the new office of
LEAVENS & FAULKNER,
No. 106 N. EIGHTH Street,
(Over ten years with Singer & Co.)
Ladies taught to operate. je14-3m

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MEYER'S IMPROVED OVERSTRUNG PIANOS.
Acknowledged by the leading artists and indorsed by the Musical Public to be the finest Pianos in America.
The attention of the Musical Public is called to the recent great improvement in these Piano Fortes. By a new method of construction, the greatest possible volume of tone has been obtained, without any of the sweetness and brilliancy for which these Pianos are so celebrated being lost, and which, with an Improved Touch and Action, render them Unequalled.
These Instruments received the PRIZE MEDAL at the World's Fair, held in London, as well as the Highest Awards over all competitors, from the first Fairs and Institutes in this country.
Warerooms, No. 722 ARCH Street, below Eighth, je17-1m Philadelphia.

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COTTAGE ORGANS,
Not only UNEXCELLED but UNEQUALLED in purity of Tone and Power, designed especially for Churches and Schools, but found to be equally well adapted to the Parlor and Drawing Room. For sale only by
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AMERICAN WATCH CO. 'S, E. HOWARD & CO.'S, AND REED'S PATENT WATCHES.
All kinds of Silver Ware made at the Factory adjoining the Store. je9-1m

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MANUFACTURERS OF
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AGENCY FOR THE PATENT
EQUALIZING THIRTY-DAY CLOCKS,
A very desirable article for Churches, Hotels, Banks, Counting-House, Parlors, &c.
Also, MANUFACTURER OF FINE GOLD PENS.
CLOCKS REPAIRED AND WARRANTED.
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JOHN S. WILSON, IMPORTER AND dealer in WATCHES, Fine JEWELRY, and manufacturer of
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The highest price paid for old Silver. my7 1thy12

WM. A. GRAY, N. E. CORNER OF SIXTH and MINOR Streets, buys Diamonds, Watches, Gold, Silver, and Loan Tickets,
THOSE IN WANT OF MONEY,
CALL.
All business confidential. lay18-3m

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Banners, Regimental and Company Flags, Swords, Sashes, Belts, Passants, Epaulets, Hats, Caps, Canteens, Haversacks, Camp Kits, Field Glasses, Spurs, and everything pertaining to the complete outfit of Army and Navy Officers.
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FLAGS!
BUNTING FLAGS,
OF SUPERIOR QUALITY,
SILK FLAGS,
OF SUPERIOR QUALITY.
MUSLIN FLAGS,
OF SUPERIOR QUALITY.
Staffs,
Halliards,
Pulleys, &c.
Wholesale and Retail, at
W. H. HORSTMANN & SONS,
my14-tf FIFTH and CHERRY Streets.

J. H. FOSTER,
AWNING MAKER,
No. 443 N. THIRD Street,
ABOVE WILLOW.
ESTABLISHED 1844.
AWNINGS,
WAGON COVERS,
FLAGS,
SAILS,
TENTS,
FANCY VERANDAHS FOR WINDOWS.
All kinds of work done promptly, and attended to personally, by
JOSEPH H. FOSTER,
No. 443 N. THIRD STREET,
ap27-3m Above Willow.

PAINTING!! PAINTING!!
No. 47 S. THIRD STREET,
ABOVE CHESNUT,
Philadelphia.

FAHY & BROTHER,
HOUSE, SIGN, AND ORNAMENTAL PAINTERS.
Graining, Glazing, Gilding on Glass, Kalsomining, Paper Varnishing, &c. au16-tf

H. DIXON,
No. 21 S. EIGHTH Street.
DEALER IN FANCY AND TOILET GOODS,
UMBRELLAS AND PARASOLS,
Fans, Head Dresses,
French Jewelry, Leather Goods,
Work Boxes,
Beads, &c., &c. my18-3m

BEDDING EMPORIUM,
No. 9 S. SEVENTH Street.
MATTRESSES, MATTRESSES,
of Hair, Palm, Excelsior, and Husk.
FEATHER BEDS, BOLSTERS, AND PILLOWS,
WOOD AND IRON BEDSTEADS,
SPRING BEDS AND COTS.
N. B.—Repairing and renovating attended to with care and despatch. No. 9 S. SEVENTH Street. je3-2m

TO SHIP CAPTAINS AND OWNERS. —The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to all vessels entrusted to him for repairs.
Captains or Agents, Ship Carpenters and Machinists having vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedt's Patent Metallic Composition," for Copper Paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.
JOHN H. HAMMITT,
Kensington Screw Dock,
Delaware avenue, above Laurel Street.

NET CASH DRUG HOUSE.
WRIGHT & SIDDALL
No. 119 Market Street
BETWEEN FRONT AND SECOND STREETS.
C. W. WRIGHT. F. E. SIDDALL.
DRUGGISTS, PHYSICIANS,
AND
GENERAL STOREKEEPERS,
Can find at our establishment a full assortment of Imported and Domestic Drugs, Popular Patent Medicines, Paints, Coal Oil, Window Glass, Prescription Vials, &c., at as low prices as genuine first-class goods can be sold.
FINE ESSENTIAL OILS
For Confectioners, in full variety, and of the best quality.
Cochineal, Bengal Indigo, Madder, Pot Ash, Cudbear, Soda Ash, Alum, Oil of Vitriol, Annatto, Copperas, Extract of Logwood, &c., FOR DYERS' use, always on hand, at lowest net cash prices.
PURE SPICES FOR FAMILY USE.
Ground expressly for our sales, and to which we invite the attention of those in want of reliable articles.
Also, *INDIGO, STARCH, MUSTARD, &c., of extra quality.*
Orders by mail, or city post, will meet with prompt attention, or special quotations will be furnished when requested.
WRIGHT & SIDDALL,
Wholesale Drug Warehouse,
ja11-1y No. 119 MARKET Street, above Front.

BRIDESBURG MACHINE WORKS,
OFFICE,
No. 65 N. FRONT STREET,
PHILADELPHIA.
We are prepared to fill orders to any extent for our well-known
MACHINERY FOR COTTON AND WOOLEN MILLS,
Including all recent improvements in Carding, Spinning, and Weaving.
We invite the attention of manufacturers to our extensive works.
ja11-tf ALFRED JENKS & SON.

PENN STEAM ENGINE AND BOILER Works.—NEAFIE & LEVY, Practical and Theoretical Engineers, Machinists, Boiler-makers, Blacksmiths and Founders, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, &c. &c., respectfully offer their services to the public as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and low pressure Fine, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron, Forgings, of all sizes and kinds; iron and brass Castings of all descriptions; Roll-turning, Screw-cutting, and all other work connected with the above business.
Drawings and specifications for all work done at this establishment free of charge, and work guaranteed.
The subscribers have ample wharf-dock room for repair of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, &c., &c., for raising heavy and light weights.
JACOB C. NEAFIE,
JOHN C. LEVY,
ja2-tf BEACH and PALMER Streets.

HENRY SIMONS,
UNITED STATES NATIONAL
WAGON AND COACH WORKS,
Office, No. 521 NEW MARKET Street,
And Factory, corner of
SECOND AND CUMBERLAND STREETS,
PHILADELPHIA.
All and every kind of
WAGONS, CARTS, DRAYS, WHEELBARROWS, and TIMBER WHEELS, adapted to Army, Road, Sutler, or Plantation purposes. All work warranted.
☞ Orders promptly attended to. ja4-tf

T. J. McGUIGAN,
Importer and Wholesale Dealer in
FANCY GOODS, NOTIONS, &c.
FIREWORKS, FLAGS, &c.
Matches and Blacking,
No. 2 STRAWBERRY STREET,
(First street above Second, between Market and Chesnut)
my23-2m PHILADELPHIA.

RAILROAD LINES.

1864. CAMDEN AND ATLANTIC RAILROAD. 1864.
SUMMER ARRANGEMENT.
THROUGH IN TWO HOURS!!!
Four trains daily to Atlantic City.
On and after MONDAY, July 4, trains leave Vine street Ferry as follows:—
Mail, 7·30 A. M.
Freight, with passenger car attached, 9·15 A. M.
Express (through in 2 hours) 2·00 P. M.
Atlantic Accommodation, 4·15 P. M.
Junction Accommodation, 5·30 P. M.
RETURNING LEAVES ATLANTIC,
Accommodation (Atlantic) 5·46 A. M.
Express, 7·08 A. M.
Freight, 11·50 A. M.
Mail, 4·48 P. M.
Junction Accommodation, 6·22 A. M.
Fare to Atlantic, $2·00. Round Trip Tickets (good only for the day and train on which they are issued) $3·00.
EXTRA HADDONFIELD TRAINS,
Leave Vine street 10·15 A. M. and 1·00 P. M.
Leave Haddonfield 1·45 P. M. and 2·45 P. M.
ON SUNDAYS.
Mail train for Atlantic leaves Vine street 7·30 A. M.
Leaves Atlantic 4·48 P. M.
je30-tf JOHN G. BRYANT, Agent.
The bar which was made last year has entirely disappeared, leaving the beach one of the most delightful on the coast.

WEST JERSEY RAILROAD LINES.—Commencing MONDAY, June 20, 1864, from WALNUT Street Wharf.
FOR CAPE MAY.
At 6 and 10 A. M., and at 4·30 P. M.
For Salem and Bridgeton, at 9 A. M. and 4 P. M.
For Glassboro, at 6, 9, and 10 A. M., and 4 and 4·30 P. M.
For Woodbury, Gloucester, &c., at 6 and 9 A. M., 12 M., and 4 and 6 P. M.
RETURNING TRAINS LEAVE
Cape May at 6 and 11·45 A. M., and 5·10 P. M.
Millville at 7·40 A. M., and 1·52 and 6·50 P. M.
Salem at 6 A. M. and 1·15 P. M.
Bridgeton at 6 A. M., 1·30 P. M.
Glassboro at 7·00 and 8·35 A. M., 2·23, 3·00 and 7·58 P. M.
Woodbury at 7·40 and 8·54 A. M., and 2·50, 3·29, 5·05 and 8·12 P. M.

THE WEST JERSEY EXPRESS COMPANY, Office No. 3 WALNUT Street, will call for and deliver Baggage, and attend to all the usual branches of Express business. *Heavy Articles* taken by 6 A. M. lines only, and must be sent to the office the evening previous. Perishable articles by this line must be sent before 5½ A. M. A special messenger accompanies each train.
my21 J. VAN RENSSELAER, Superintendent.

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, EASTON, MAUCH CHUNK, HAZLETON, WILKESBARRE, WILLIAMSPORT.
SUMMER ARRANGEMENT.
ADDITIONAL TRAINS.
On and after MONDAY, June 13, 1864, Passenger Trains will leave the new Depot, THIRD Street, above Thompson street, Philadelphia, daily (Sundays excepted), as follows:—
7 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Williamsport.
9·15 A. M. (Accommodation) for Doylestown.
10·15 A. M. (Accommodation) for Fort Washington.
3 P. M. (Accommodation) for Doylestown.
3·45 P. M. (Express) for Bethlehem, Easton, &c.
4·15 P. M. (Mail) for Doylestown.
5·15 P. M. (Accommodation) for Bethlehem, Allentown, and Mauch Chunk.
6·15 P. M. (Accommodation) for Lansdale.
11 P. M. (Accommodation) for Fort Washington.
TRAINS FOR PHILADELPHIA
Leave Bethlehem at 6·30 A. M., 9·30 A. M., and 6·07 P. M.
Doylestown at 6·40 A. M., 3·45 P. M., and 7 P. M.
Lansdale at 6 A. M.
Fort Washington at 11·25 A. M. and 2 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7·20 A. M.
Bethlehem for Philadelphia at 4 P. M.
Hillman's Baggage Express will call for and deliver baggage at the depot. Orders may be left at No. 113 S. THIRD Street.
je13 ELLIS CLARK, Agent.

SHIPPING.

STEAM WEEKLY TO LIVERPOOL, touching at Queenstown, Cork Harbor.—The well-known steamers of the Liverpool, New York, and Philadelphia Steamship Company are intended to sail as follows:—
CITY OF LONDON, Saturday, July 9th.
CITY OF BALTIMORE, Saturday, June 16th.
ETNA, Saturday, July 23d.
And every succeeding Saturday, at noon, from Pier No. 44 North River.
RATES OF PASSAGE.
Payable in Gold, or its equivalent in Currency:—
First Cabin ....$80·00 Steerage....................$35·00
First Cabin to London 85·00 Steerage to London ... 34·00
First Cabin to Paris ... 95·00 Steerage to Paris .... 40·00
First Cabin to Hamburg 90·00 Steerage to Hamburg ... 37·00
Passengers are also forwarded to Havre, Bremen, Rotterdam, Antwerp, &c., at equally low rates.
Fares from Liverpool or Queenstown:—First Cabin, $75, $85, $105. Steerage from Liverpool and Queenstown, $35. Those who wish to send for their friends can buy tickets here at these rates.
For further information apply at the Company's offices.
JOHN G. DALE, Agent,
No. 111 WALNUT Street, Philadelphia.

BOSTON AND PHILADELPHIA Steam-Ship Line, sailing from each port on SATURDAYS, from first Wharf above PINE Street, Philadelphia, and Long Wharf, Boston. From first wharf above PINE Street, on Saturday, July 2, 1864.
The steamship NORMAN, Baker, will sail from Philadelphia for Boston, on Saturday, July 9th, at 10 A. M., and the steamship SAXON, Matthews, from Boston for Philadelphia, on same day, at 4 P. M.
These new and substantial steamships form a regular line, sailing from each port punctually on Saturdays.
Insurances effected at one-half the premium charged on sail vessels.
Freights taken at fair rates.
Shippers are requested to send Slip Receipts and Bills Lading with their goods.
For Freight or Passage (having fine accommodations) apply to
HENRY WINSOR & CO.,
ja4-tf No. 332 S. DELAWARE Avenue.

FOR NEW YORK.—DESPATCH and Swiftsure Lines, via Delaware and Raritan Canal. The steamers of these lines are leaving daily at 12 o'clock M. and 5 o'clock P. M., from third pier above Walnut street.
For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 132 S. DELAWARE Avenue.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
CHANGE OF HOURS.
On and after SUNDAY, June 19, 1864.
Passenger trains leave Philadelphia for
Baltimore at 4·30 (Express, Mondays excepted), 8·05 A. M., 12 M., 7·20 and 10·30 P. M.
Chester at 8·05, 11·15 A. M., 1·30, 2·30, 4·30, 6·00 and 11·00 P. M.
Wilmington at 4·30 (Mondays excepted), 8·05, 11·15 A. M., 1·30, 2·30, 4·30, 6·00, 10·30 and 11·00 P. M.
New Castle at 8·05 A. M. and 4·30 P. M.
Dover at 8·05 A. M. and 4·30 P. M.
Milford at 8·05 A. M.
Salisbury at 8·05 A. M.
TRAINS FOR PHILADELPHIA.
Leave Baltimore at 8·45, 9·40 A. M., (Express), 1·10, 5·25 and 10·25 P. M.
Wilmington at 1·48, 6·45, 9 A. M., 12·24, 1, 1·45, 4·00, 4·33, 7·00 and 9·10 P. M.
Salisbury at 1·00 P. M.
Milford at 3·05 P. M.
Dover at 6·30 A. M., and 4·55 P. M.
New Castle at 8·30 A. M. and 6·55 P. M.
Chester at 7·45, 9·40 A. M., 1·00, 2·29, 4·40, 5·00, 8·14, 9·40 P. M.
Leave Baltimore for Salisbury and intermediate stations at 10·25 P. M.
Leave Baltimore for Dover and intermediate stations at 1·10 P. M.
TRAINS FOR BALTIMORE.
Leave Chester at 8·46 A. M., 3 and 11·35 P. M.
Leave Wilmington at 5·30, 9·25 A. M., 3·35 and 11·45 P. M.
Freight Trains, with Passenger Car attached, will run as follows:—
Leave Wilmington for Perryville and intermediate places at 7·45 P. M.
SUNDAYS:—Only at 4·30 A. M., 10·30 P. M., from Philadelphia to Baltimore.
From Philadelphia to Wilmington at 4·30 A. M., 10·30 and 11·00 P. M.
From Wilmington to Philadelphia at 1·48 A. M. and 7·00 P. M. Only at 10·25 P. M., from Baltimore to Philadelphia.
ja4 H. F. KENNEY, Superintendent.

ARRANGEMENTS 1864. OF NEW YORK LINES.
The Camden and Amboy and Philadelphia and Trenton Railroad Companies' Lines from Philadelphia to New York and Way Places.
FROM WALNUT STREET WHARF.
Will leave as follows, viz:— FARE.
At 6 A. M., via Camden and Amboy, C. and A. Accommodation .... $2·25
At 8 A. M., via Camden and Jersey City, Morning Express .... 3·00
At 8 A. M., via Camden and Jersey City, 2d Class Ticket .... 2·25
At 12 M., via Camden and Amboy, C. and A. Accommodation .... 2·25
At 2 P. M., via Camden and Amboy, C. and A. Express .... 3·00
At 2 P. M., via Camden and Amboy, Accommodation (Freight and Passenger) .... 1·75
At 6 P. M., via Camden and Amboy, Accommodation (Freight and Passenger), 1st Class Ticket .... 2·25
2d Class do. .... 1·50
At 7½ P. M., via Camden and Amboy Accommodation (Freight and Passenger), 1st Class Ticket .... 2·25
2d Class do. .... 1·50
For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 3·30 P. M.
For Flemington, Lambertville, and intermediate stations, 5 P. M.
For Mount Holly, Evansville, and Pemberton, at 6 A. M., 2 and 5 P. M.
For Freehold at 6 A. M. and 2 P. M.
For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 6 A. M., 12 M., 1, 3·30, 5 and 6 P. M. The 3·30 and 5 P. M. lines run direct through to Trenton.
For Palmyra, Riverton, Delanco, Beverly and Burlington at 7 P. M.
Steamboat Trenton, for Bristol, Burlington, Beverly, Torresdale and Tacony, at 9·30 A. M. and 2·30 P. M.
LINES FROM KENSINGTON DEPOT
Will leave as follows:—
At 4 A. M., (night) via Kensington and New York, Washington and New York Mail .... $2·25
At 11·15 A. M., via Kensington and Jersey City Express .... 3·00
At 4·30 P. M. via Kensington and Jersey City Express .... 3·00
At 6·45 P. M. via Kensington and Jersey City, Washington and New York Express .... 3·00
Sunday lines leave at 4 A. M. and 6·45 P. M.
For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7·15 A. M. This line connects with the train leaving Easton for Mauch Chunk at 3·30 P. M.
For Flemington, Lambertville, and intermediate stations, at 5 P. M.
For Bristol, Trenton, &c., at 7·15 and 11·15 A. M., and 5 P. M.
For Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, at 9 A. M., 5, 5·45 and 8 P. M. The 9 A. M. Line runs to Bristol.
☞ For New York, and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The Cars run into the Depot, and on arrival of each Train, run from the Depot.
Fifty pounds of baggage only allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.
Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut Street.
WM. H. GATZMER, Agent.
June 20, 1864.
LINES FROM NEW YORK FOR PHILADELPHIA WILL LEAVE
From foot of Courtland street at 12 M. and 4 P. M., via Jersey City and Camden: at 7 and 10 A. M., 6 P. M., and 12 (Night) via Jersey City and Kensington.
From foot of Barclay street, at 6 A. M. and 2 P. M., via Amboy and Camden.
From Pier No. 1, North River, at 12 M., 4 and 8 P. M. (Freight and Passengers) via Amboy and Camden.

FREIGHT LINES FOR NEW York and all the stations on the Camden and Amboy and connecting Railroads.
INCREASED DESPATCH.
The Camden and Amboy Railroad and Transportation Company's Freight Lines for New York will leave Walnut street wharf on and after January 8, daily (Sundays excepted), at 4 o'clock P. M.
Returning, the above Lines will leave New York at 1 and 4 P. M.
Freight must be delivered before 3½ P. M. to be forwarded the same day.
Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 12½ o'clock P. M. Small packages for Mount Holly received up to 2 o'clock P. M.
The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad. The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.
A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods, or no receipt will be given.
Increased facilities having been made for the transportation of LIVE STOCK, drovers are invited to try this route.
When stock is furnished in quantities of TWO CAR LOADS or more, it will be delivered at the foot of Fortieth street, near the Drove Yards, or at Pier No. 1, North River, as the shippers may designate at the time of the shipment.
WALTER FREEMAN, Freight Agent,
No. 208 S. Delaware avenue, Philadelphia.
GEO. B. RAYMOND, Freight Agent,
ja5-tf Pier No. 1, North River, New York.

READING RAILROAD.
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,
AND
NORTH, NORTHWEST, AND THE CANADAS.
PASSENGER TRAINS
Leave the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—
MORNING MAIL.
At 8·15 A. M., for Reading, Lebanon, Ephrata, Lititz, Columbia, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.
The train connects at READING with East Pennsylvania Railroad trains for Allentown, &c., the Reading and Columbia Railroad for Ephrata, Lititz, and Columbia, and with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Catawissa Railroad trains for Wilkesbarre, Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with "Northern Central," "Cumberland Valley," and "Schuylkill and Susquehanna" trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.
AFTERNOON EXPRESS
Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Pinegrove, Harrisburg, &c., connecting at Harrisburg with Pennsylvania Central Railroad trains for Pittsburg, &c., Northern Central Railroad trains for Sunbury, Northumberland, Elmira, &c., and at Port Clinton with Catawissa Railroad trains for Milton, Williamsport, Elmira, Buffalo, &c.
READING ACCOMMODATION.
Leaves Reading at 6·00 A. M., stopping at all way stations, arriving in Philadelphia at 9·00 A. M.
Returning, leaves Philadelphia at 5·00 P. M.; arrives in Reading at 8·00 P. M.
Trains for Philadelphia leave Harrisburg at 8 A. M., and Pottsville at 9·15 A. M., arriving in Philadelphia at 1·00 P. M. Afternoon trains leave Harrisburg at 2 P. M., Pottsville at 2·30 P. M., arriving in Philadelphia at 7 P. M.
Market trains, with a passenger car attached, leave Philadelphia at 1 P. M., for Reading and all way stations; leave Reading at 11·30 A. M., and Downingtown at 12·30 P. M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 7·30 A. M., and Philadelphia at 3·15 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 8·15 A. M. and 5·00 P. M. trains from Philadelphia, returning from Downingtown at 6·40 A. M., and 12·15 noon.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leaves New York at 7 P. M., passing Reading at 12 midnight, and connecting at Harrisburg with Pennsylvania Railroad Express trains for Pittsburg.
Returning Express train leaves Harrisburg on arrival of the Pennsylvania Express from Pittsburg at 6·30 A. M., passing Reading at 8·45 A. M., and arriving at New York at 1·45 P. M. Sleeping Cars accompany these trains through, between Jersey City and Pittsburg, without change.
Mail trains for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg leave New York at 6 A. M. and 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7·15 A. M. and 3·30 P. M., returning from Tuscarora at 8·40 A. M. and 4·35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 7·45 A. M. for Pinegrove and Harrisburg, and at 1·20 P. M. for Pinegrove only; returning from Harrisburg at 1·30 P. M., and from Pinegrove at 8·15 A. M. and 4 and 5 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas. The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—
COMMUTATION TICKETS,
At 25 per cent discount, between any points desired, for families and firms.
MILEAGE TICKETS,
Good for 2000 miles, between all points, at $45·35 each, for families and firms.
SEASON TICKETS,
For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGYMEN
Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.
EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.
FREIGHT.
Goods of all descriptions forwarded to all the above points from the Company's new freight depot, BROAD and Willow Streets.
FREIGHT TRAINS
Leave Philadelphia daily at 5 A. M., 1 P. M., and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.
MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

RAILROAD LINES.

PHILADELPHIA AND ERIE RAILROAD 1864.
This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie on Lake Erie.
It has been leased by the PENNSYLVANIA RAILROAD COMPANY, and under their auspices is being rapidly opened throughout its entire length.
It is now in use for Passenger and Freight business from Harrisburg to Emporium (175 miles), on the Eastern Division, and from Sheffield to Erie (78 miles), on the Western Division.
TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Mail Train leaves....................................8·00 A. M.
Express Train leaves...............................10·30 P. M.
Cars run through WITHOUT CHANGE both ways on these trains between Philadelphia and Lock Haven, and between Baltimore and Lock Haven.
Elegant Sleeping Cars on the Express Trains both ways.
For information respecting Passenger business, apply at the S. E. corner of Eleventh and Market streets.
And for Freight business of the Company's Agents:—
S. B. Kingston, Jr., corner Sixteenth and Market streets, Philadelphia.
J. W. Reynolds, Erie.
J. M. Drill, Agent, N. C. R., Baltimore.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
JOSEPH D. POTTS,
ja4-tf General Manager, Williamsport.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD OPEN TO OXFORD—SPRING ARRANGEMENT. On and after FRIDAY, April 1, 1864, the trains will leave as follows:—

LEAVE EASTWARD.			LEAVE WESTWARD.		
STATIONS.	A. M.	P. M.	STATIONS.	A. M.	P. M.
Oxford	6·00	3·25	Philadelphia	8·00	4·30
West Grove	6·37	3·52	West Chester	7·5	4·40
Avondale	7·05	4·01	W. C. Junction	9·08	5·47
Kennett	7·18	4·17	Concord	9·23	5·56
Chadd's Ford	7·42	4·41	Chadd's Ford	9·41	6·1
Concord	8·00	5·00	Kennett	10·05	6·25
W. C. Junction	8·15	5·15	Avondale	10·21	6·34
Philadelphia	9·22	6·26	West Grove	10·29	7·02
West Chester	9·30	6·10	Oxford	10·56	7·30

Passenger Depot in Philadelphia has been changed from Eighteenth and Market streets to THIRTY-FIRST and MARKET Streets, West Philadelphia. Market Street Passenger Railway Cars convey Passengers to and from the Depot.
Passengers go through without change of cars.
ja4 HENRY WOOD, Superintendent.

SALEM RAILROAD COMPANY.—Running time of Trains, commencing FRIDAY, January 1, 1864:—
From Walnut Street Wharf at 9 A. M., 3 and 4 P. M., Freight 12 M. Returning, leave Salem at 4 A. M., 9·05 A. M., 1·10 P. M. Freight daily each way. Apply to
MORTON MILLS, Agent,
Second Covered Pier above WALNUT Street,
S. DELAWARE Avenue.
ja4-tf J. VAN RENSSELAER, Superintendent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE.
On and after MONDAY, May 16, 1864, until further notice
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M.; 1, 2, 3, 10, 3½, 4, 5, 5½, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7·30, 8, 8·20, 9, 10, 11, 12 A. M.; 1, 2, 3, 4, 4½, 5, 6, 6½, 7, 8, 9, 10, 11, and 12 P. M.
The 8·20 down, and the 3½ and 5½ trains up, do not stop on the Germantown Branch.
CHESNUT HILL RAILROAD.
Leave Philadelphia, 6, 8, 10, 12 A. M.; 2, 3½, 5½, 7, 9, and 11 P. M.
Leave Chesnut Hill 7·10, 8, 9·40, 11·40 A. M.; 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8·35, 11·05 A. M.; 1½, 3, 4½, 5½, 6½, 8·05 and 11½ P. M.
Leave Norristown, 5½, 7, 7·50, 9 and 11 A. M.; 1½, 4½, 6½ and 9 P. M.
The 5½ train up will stop at Wissahickon, Manayunk, and Conshohocken only.
FOR MANAYUNK.
Leave Philadelphia, 6, 8·35, 11·05 A. M., 1½, 3, 4½, 5½, 6½, 8·05 and 11½ P. M.
Leave Manayunk, 6¼, 7½, 8·20, 9½, 11½ A. M., 2, 5, 7, and 9½ P. M.
H. K. SMITH, General Superintendent,
my31 Depot, NINTH and GREEN Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.
SPRING ARRANGEMENT.
On and after FRIDAY, April 1, 1864, the Trains will leave as follows:—
Leave Philadelphia, from the Depot, corner of THIRTY-FIRST and MARKET Streets, 8 A. M., 11·05 A. M., 2·30 P. M., 4·30 P. M., 6·45 P. M.
Philadelphia Depot changed from EIGHTEENTH and MARKET Streets, to THIRTY-FIRST and MARKET Streets.
Leave West Chester, from the Depot, on East MARKET Street, 6·20 A. M., 7·45 A. M., 11 A. M., 2 P. M., 4·45 P. M.
The cars of the West Philadelphia Passenger Railway Company (Market street) will convey Passengers to and from the Philadelphia Depot.
ON SUNDAYS.
Leave Philadelphia at 8·30 A. M. and 2·30 P. M.
Leave West Chester at 8 A. M. and 4·30 P. M.
Trains leaving Philadelphia at 8 A. M. and 4·30 P. M., and West Chester at 7·45 A. M. and 4·45 P. M., connect with trains on the Philadelphia and Baltimore Central Railroad for Oxford and intermediate points.
ja4-tf HENRY WOOD, General Superintendent.

PENNSYLVANIA CENTRAL RAILROAD. 1864.
THE GREAT DOUBLE TRACK SHORT ROUTE TO THE WEST, NORTHWEST, AND SOUTHWEST.
Equipments and facilities for the safe, speedy, and comfortable transportation of passengers, unsurpassed by any route in the country.
Trains leave the Depot at ELEVENTH and MARKET Streets, as follows:—
Mail Train at.......................................7·25 A. M.
Fast Line at..11·25 A. M.
Through Express at..............................10·30 P. M.
Parkesburg Train, No. 1, at....................10·00 A. M.
Parkesburg Train, No. 2, at....................1·00 P. M.
Harrisburg Accommodation at..................2·30 P. M.
Lancaster Train at.................................4·00 P. M.
Paoli Accommodation (leaves West Phila.), at 6·00 P. M.
Through Passengers by the Fast Line reach Altoona for supper, where will be found excellent accommodations for the night at the Logan House, and in the morning may take either the Philadelphia or Baltimore Express, each of which makes connections at Pittsburg for all points. A daylight view is thus afforded of the entire line and its magnificent scenery.
The Through Express Train runs daily; all the other trains daily, except Sundays.
FOR PITTSBURG AND THE WEST.
The Mail Train, Fast Line, and Through Express connect at Pittsburg with through trains on all diverging roads from that point, North to the Lakes, West to the Mississippi and Missouri Rivers and South and Southwest to all points accessible by railroad. Through Tickets to Cleveland, Detroit, Chicago, St. Paul, Columbus, Indianapolis, St. Louis, Leavenworth, Kansas, Wheeling, Dayton, Cincinnati, Louisville, Cairo, and all other principal points, and baggage checked through.
INDIANA BRANCH RAILROAD.
The Through Express, leaving at 10·30 P. M., connects at Blairsville intersection with a train on this road for Blairsville, Indiana, &c.
EBENSBURG AND CRESSON BRANCH RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Cresson, at 10·45 A. M., with a train on the road for Ebensburg. A train also leaves Cresson for Ebensburg at 8·45 P. M.
HOLLIDAYSBURG BRANCH ROAD.
The Mail Train at 7·25 A. M., and Through Express at 10·30 P. M., connect at Altoona with trains for Hollidaysburg at 7·55 P. M. and 8·40 A. M.
TYRONE AND CLEARFIELD BRANCH RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Tyrone with a train for Sandy Ridge and Philipsburg, and by Bald Eagle Valley Railroad for Port Matilda, Milesburg, and Bellefonte.
HUNTINGDON AND BROAD TOP RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Huntingdon with a train for Hopewell and Bloody Run at 6·56 A. M.
NORTHERN CENTRAL AND PHILADELPHIA AND ERIE RAILROADS.
For Sunbury, Williamsport, Lock Haven, Elmira, Rochester, Buffalo, and Niagara Falls, passengers taking the Mail Train at 7·25 A. M., and the Through Express at 10·30 P. M., daily except Sundays, go directly through, without change of cars between Philadelphia and Williamsport.
For YORK, HANOVER, and GETTYSBURG, the trains leaving at 8 A. M. and 2·30 P. M., connect at Columbia with trains on the Northern Central Railroad.
CUMBERLAND VALLEY RAILROAD.
The Mail Train at 7·25 A. M., and Through Express at 10·30 P. M., connect at Harrisburg with trains for Carlisle, Chambersburg, and Hagerstown.
WAYNESBURG BRANCH RAILROAD.
The trains leaving at 7·25 A. M. and 2·30 P. M., connect at Downingtown with train on this road to Waynesburg and all intermediate stations.
For further information apply at the Passenger Station, S. E. corner of ELEVENTH and MARKET Streets.
JAMES COWDEN, Ticket Agent.
COMMUTATION TICKETS.
For 1, 3, 6, 9, or 12 months, at very low rates, for the accommodation of persons living out of town, or located on or near the line of the road.
COUPON TICKETS.
For 26 trips between any two points, at about two cents per mile. These tickets are intended for the use of families travelling frequently, and are of great advantage to persons making occasional trips.
SCHOOL TICKETS.
For one or three months for the use of scholars attending school in the city.
WESTERN EMIGRATION.
An Emigrant Accommodation train leaves No. 137 Dock street daily (Sundays excepted), at 4 o'clock P. M., offering a comfortable mode of travel to families going West, at one-half the usual rate of fare. Particular attention is paid to baggage, for which checks are given, and baggage forwarded by the same train with passengers.
For full information apply to
FRANCIS FUNK, Emigrant Agent,
No. 137 DOCK Street.
MARKS & BAGGAGE EXPRESS.
An agent of this reliable Express Company will pass through each train before reaching the depot, and take up checks and deliver baggage to any part of the city. Baggage will be called for promptly when orders are left at the Passenger Depot, Eleventh and Market streets. The traveling public are assured *that it is entirely responsible.*
FREIGHTS.
By this route freights of all descriptions can be forwarded to and from any points on the railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa or Missouri, by railroad direct, or to any point on the navigable waters of the West, by steamers from Pittsburg.
The rates of freight to and from any point in the West by the Pennsylvania Central Railroad are at all times as favorable as are charged by other Railroad Companies. Merchants and shippers entrusting the transportation of their freight to this Company can rely with confidence on its speedy transit.
For freight contracts or shipping directions, apply to or address the Agents of the Company:—
S. B. KINGSTON, Jr., of Philadelphia.
D. A. STEWART, Pittsburg.
CLARK & CO., Chicago.
LEECH & CO., No. 1 Astor House, or No. 1 S. William street, New York.
LEECH & CO., No. 77 Washington street, Boston.
WILLIAM BROWN, No. 80 North street, Baltimore, Agent Northern Central Railway.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
ENOCH LEWIS,
General Superintendent, Altoona, Pa.

PHILADELPHIA AND TRENTON AND CAMDEN AND AMBOY RAILROAD COMPANIES.
NOTICE.
On and after MONDAY, January 4, 1864, the Trains for New York, leaving Kensington Depot, Philadelphia, at 3·12 A. M. (Night), and 7·30 P. M., and the trains leaving New York at 8 A. M. and 7·30 P. M., will hereafter be run exclusively for the United States Mails and New York and Washington Passengers, and will not take in nor let out any passengers between said cities.
The 10 A. M. and 12 Midnight Lines from New York to Washington, and the 11·30 A. M. and 5 P. M. Lines from Washington to New York, will continue as at present, and carry passengers to and from the intermediate stations and Baltimore, Washington, and New York.

ARRANGEMENTS BETWEEN PHILADELPHIA AND NEW YORK.
Lines leave Philadelphia, from Kensington Depot, at 11·15 A. M., 4·30 and 6·45 P. M. and 12·30 midnight, and from Walnut Street Wharf (via Camden), at 6 and 8 A. M., 12 M., 4 and 6 P. M., for New York.
And leave New York, from foot of Courtlandt street, 6, 7 A. M., 10 A. M., 12 M., 4 and 6 P. M., and 12 midnight, and from foot of Barclay street at 6 A. M. and 2 P. M.
ja5-tf WM. A. GATZMER, Agent.